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April 2013 - ISSUE 19

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Vol. 4 No. 2

April 2013

FEATURES REGULARS

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Clattering the Levers

Gerry Galvan spent his entire working career as a signalman, mainly working in the southern regions of New South Wales. He shares his experiences on the job that covered a period of more than 40 years and showcases the changes in motive power that have occurred over that time.

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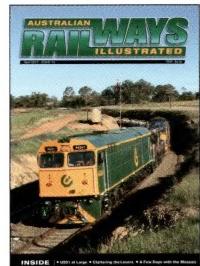
U201 at Large

Western Australian based driver, Charles De Bruin, was fortunate to track down the elusive locomotive U201, imported second-hand from the Philippines to work for Qube Logistics. He found the locomotive on ballast train duties working in the central wheatbelt of his home state.

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A Few days away with some Mozzies, a jar of Vegemite and three 49 class

The lot of a driver is not always an easy one as Bernie Baker, a driver with Southern Shorthaul Railroad, describes in his article dealing with a few days away working ballast trains in the Dubbo region.



COVER

Back in 2008, the ARTC resleepered the Main South line in New South Wales with concrete sleepers. Here 442s1/4816/442s3/80s1 work 2M41 infrastructure service to Junee through the curves at Goondah on Friday 10 October 2008. Sadly the upper quadrant signal is no more after a resignalling project since.

Image by Stewart Anderson

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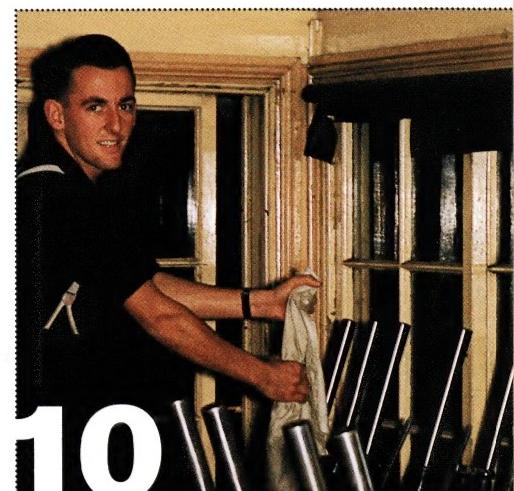
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AUSTRALIAN RAILWAYS ILLUSTRATED

Published by

Australian Railways Illustrated P/L

A.C.N. 142 183 702

Editor in Chief: Stewart Anderson

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PageSet - www.pageset.com.au

Printing: Immij - 3/12 Mars Road

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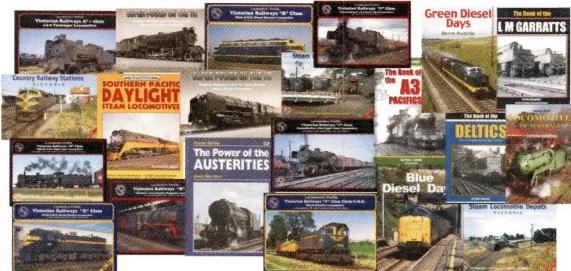
Deadline for contributions: 1st of the preceding month.



• Cruising northward to Deniliquin, S313/B74/X31 work 9071 goods near Bagshot on Wednesday 16 January 2013.
• Image by Steve Molloy

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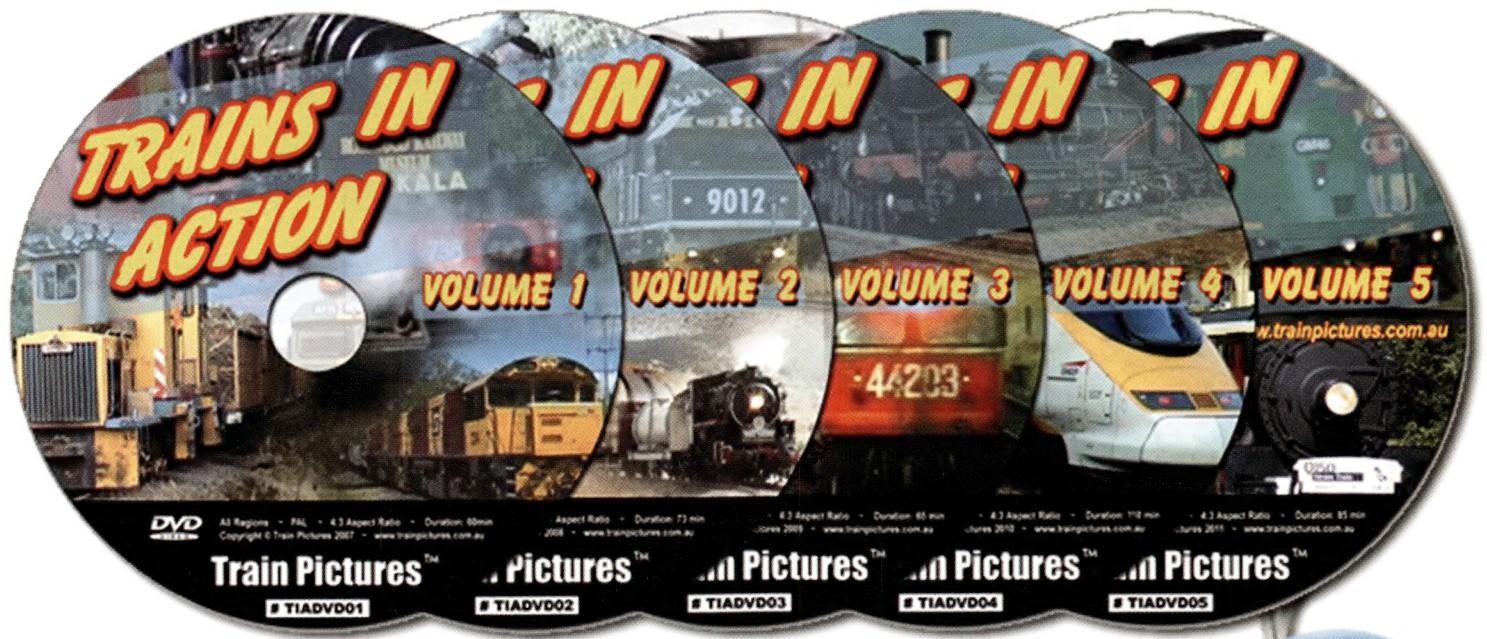
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With great sadness, we note the passing of our website creator, Tony Graham. Tony passed away in mid March after a short battle with cancer.



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QUBE LOGISTICS ORDERS CHINESE-BUILT LOCOMOTIVES

Railway Gazette International has reported that QUBE Logistics has ordered six AC-traction diesel electric locomotives from Chinese supplier CSR Ziyang. Delivery is expected towards the end of 2013.

The latest order is CSR Ziyang's third locomotive contract from Australia. SCT Logistics ordered six SDA1 'Pandaroo' locomotives in September 2010, followed by a further four in March 2011. The first were delivered in February 2012, and the other four locomotives were delivered nine months later.

Bradken placed an order for two locomotives (road numbers BK001 and BK002) in 2011, and these were delivered to Newcastle in mid-November 2012. It is anticipated that track testing of these two locomotives will commence in the coming months.

AURIZON SECURES QLD COAL HAULAGE CONTRACT WITH BMA/BMC

Aurizon has secured a new long-term, performance-based contract with BM Alliance Coal Operations Pty Limited (BMA) and BHP Billiton Mitsui Coal Pty Limited (BMC) for the haulage of up to 65 million tonnes per annum (mtpa) of coal from its mine operations in Queensland.

The contract represents 100% of tonnes tendered by BMA/BMC for re-contracting in the Blackwater and Goonyella systems to the

respective ports of RG Tanna in Gladstone, and Hay Point and Dalrymple Bay near Mackay. It is effective from 1 July 2015 for the Blackwater system and 1 July 2016 for the Goonyella system.

The new contract replaces the existing 2005/2006 legacy contract with up to a 12-year term, new-form contract. It provides improved commercial returns for Aurizon based on a flexible, performance-based contract for BMA/BMC.

With the inclusion of the renewed BMA/BMC contract, Aurizon's conversion of old-form contracts into new-form performance-based contracts for customers will increase from 38% at FY12 to approximately 95% of the Company's expected railed tonnages from FY17.

Aurizon Managing Director & CEO Lance Hockridge said Aurizon was delighted to renew its long partnership with BMA/BMC in Queensland, which started with BHP in Queensland in the 1970s.

"BMA/BMC is a highly-valued Aurizon customer. We're committed to delivering superior service to them today, tomorrow and well into the next decade," he said. "This is the largest contestable haulage contract in the Australian coal market in a decade. It represents about a quarter of the entire Queensland coal haulage market."

"We've worked extremely hard to deliver a service package that is large-scale, flexible and performance-based."

The contract includes the haulage of coal from the Blackwater, Gregory, South Walker Creek, Poitrel, Riverside, Goonyella, Saraji, Peak Downs and Daunia operations.

AURIZON SECURES HAULAGE CONTRACT WITH XSTRATA FOR ROLLESTON

Aurizon has also announced a new long-term, performance-based coal haulage contract with Xstrata Coal, as Xstrata continues to lift production at its Rolleston mine in central Queensland.

The Aurizon contract supports Xstrata's mine expansion at Rolleston from the current 9.4 million tonnes per annum (mtpa) to 14.6 mtpa commencing December 2014, with provision for Aurizon to haul expanded output volumes up to 20 mtpa in future years.

Tonnages will be hauled to RG Tanna Terminal in Gladstone and the new Wiggins Island Coal Terminal (WICET) which is under construction near Gladstone.

"Aurizon is delighted to extend its long-term relationship with Xstrata Coal where we will provide haulage services for more than 80% of its Queensland business," Aurizon Managing Director & CEO Lance Hockridge said.

"Xstrata ran a competitive bidding process for this large-scale contract for Rolleston, so Aurizon is extremely pleased with this vote of confidence in our continued high performance on this haul!"

Aurizon's other long-term haulage contracts with Xstrata service the Newlands, Collinstown and Oaky Creek mines, with all of these contracts continuing to September 2021.

Together with the new 14.6 mtpa contract for Rolleston starting December 2014, this will take total contracted tonnages with Xstrata in Queensland to more than 31 mtpa.



Powering away from Murchison East in the state's Goulburn Valley, Y145 works 9362 Tocumwal - Melbourne service on Tuesday 5 March 2013.
Image by Dave Arnold



With the Grampians in the background, CSR002 works 7922 service from the Wimmera Intermodal Freight Terminal to Aurizon's Altona terminal seen here between Maroona and Tatyoon on Thursday 17 January 2013.
Image by Alan Holding

The contract, which commences from 1 December 2014 (or the completion of WICET, whichever is earliest), will run to 30 September 2025. Aurizon will invest up to \$215 million in rolling stock to support this haul, dependent upon final fleet configuration.

Given the significant increase in haulage tonnages under the new contract, Aurizon's coal business is proposing that the 110km Bauhinia rail spur that services Rolleston be electrified to harness the operational and cost benefits of electric trains. All services for Rolleston are currently provided by diesel-hauled trains.

AURIZON AND GVK HANCOCK PROPOSED DEVELOPMENT

Aurizon and GVK Coal Infrastructure (Singapore) Pte Ltd (GVK Hancock) have signed a non-binding term sheet to jointly progress the development of rail and port infrastructure to unlock Galilee Basin coal reserves including GVK Hancock's Alpha, Kevin's Corner and Alpha West coal mines and a process to support the next phase of coal growth in the Bowen Basin.

Under the proposed framework, Aurizon, would acquire a majority (51%) interest in Hancock Coal Infrastructure Pty Ltd (HCI),

which owns GVK Hancock's rail and port projects, and would invest through upfront consideration at completion of the transaction and deferred consideration at financial close of each phase of the projects.

"This is one of the most significant deals in Queensland's coal history. The development of the rail and port infrastructure will unlock the Galilee Basin and see the development of Alpha, Kevin's Corner and Alpha West, creating one of the largest integrated coal development projects globally. I am sure it will be a win-win relationship leveraging on each other's strengths in project development and operation," said Dr G V Krishna Reddy, Chairman of GVK.

"The proposed relationship with Aurizon would allow us to jointly develop the most cost and time efficient rail and port solution for the Galilee Basin. At full capacity, the proposed arrangement is intended to provide sufficient equity and debt funding for the projects to reach financial close. The parties jointly will leverage the work already completed by GVK, the significant potential for ECA financing and Aurizon's experience and capacity to undertake major projects and capability in heavy haul rail and infrastructure" said G V Sanjay Reddy, Vice-Chairman of GVK.

"The proposed Aurizon-GVK Hancock arrangement is a significant milestone because it brings together two advanced, large-scale players in the mine-rail-port space for the Galilee Basin. Aurizon has always believed that realizing Galilee Basin coal exports would require a consolidated rail and port solution that delivers a staged, commercially-sensible solution for producers. This solution could also provide significant opportunity for new and existing Bowen Basin producers to utilize elements of this infrastructure," said Lance Hockridge, Aurizon Managing Director & CEO.

Aurizon and GVK Hancock are seeking a development of a potential 60mtpa port and rail project that would underpin the opening of reserves in the Galilee Basin and continued growth of the Bowen Basin. Aurizon and GVK Hancock would jointly manage the proposed rail and port projects.

These projects comprise a greenfield rail project and a development right for a coal terminal at Abbot Point. GVK Hancock received the primary State and Commonwealth environmental approvals for its greenfield rail project in May and August 2012 respectively. GVK Hancock's port project received

Commonwealth environmental approval in October 2012.

Collectively the proposed development of the rail and port infrastructure which is expected to deliver export capacity of 60 mtpa could represent an investment for Queensland in the order of \$6 billion.

Following completion of the transaction, Aurizon would gain the rights to operate and jointly manage with GVK the rail infrastructure and to exclusively provide above rail haulage from GVK Hancock's Alpha and Kevin's Corner mines for up to 60mtpa of coal.

Aurizon and GVK Hancock would also jointly determine the optimum rail solution that may include a combination of GVK Hancock's rail project and Aurizon's Central Queensland Integrated Rail Project (CQIRP) that would ultimately connect with the proposed T3 coal terminal at Abbot Point.

Both Aurizon's and GVK Hancock's existing rail projects have been declared as significant projects (now "co-ordinated projects") by the Queensland Coordinator-General.

The proposed new rail solution would be located within the Queensland Government's preferred rail corridors for the development of the Galilee Basin as defined under Queensland Government policy announced in June 2012, and is intended to align with Government policy on shared infrastructure and open access.

Completion of the proposed transaction, including the upfront consideration from Aurizon, would be subject to the satisfaction of a number of conditions including satisfactory

due diligence, final Board approvals, third party approvals (some of which are outside the control of the parties) and negotiation of final terms and definitive documentation.

Any deferred consideration beyond completion of the transaction (other than proportional project development costs) would be used to fund project construction costs and be subject to satisfaction of certain conditions, including third party debt financing and achievement of agreed take or pay contracts to underwrite the proposed infrastructure.

ECHUCA TO TOOLAMBA RAIL LINE TO REOPEN FOR EXPORTS

The Victorian Coalition Government has partnered with leading Australian brand food company SunRice to upgrade and reopen the Echuca to Toolamba track for rail freight, Minister for Transport Terry Mulder announced. The \$7.1 million joint project will involve upgrading the broad gauge track from Echuca to Toolamba and installing new signalling at the Toolamba junction so the line can be reopened for freight in the third quarter of 2013. "Growing freight on rail is a priority for the Victorian Coalition Government and reopening this line will help to increase rail freight transport efficiency and reduce road congestion," Mr Mulder said. "Re-opening the branch line between Echuca and Toolamba will provide a more efficient link to the Port of Melbourne for SunRice and other exporters moving freight from the Goulburn Valley and southern New South Wales. It will provide an alternative route for freight to the busy Bendigo to Melbourne

passenger line where freight services currently have to compete for access with passenger services." "The upgrade will encourage other grain or freight operators to use the line as an alternative to moving freight on the road and will help to reduce the number of trucks on the road." "We are investing in Victoria's regional rail infrastructure and removing bottlenecks to ensure our state's future economic growth and efficiency," SunRice Chairman Gerry Lawson AM said the partnership followed the reinstatement of the company's Deniliquin and Coleambally Rice Mills, which were closed in 2007 due to drought. He said the industry continued to strengthen with a 963,000 tonne crop harvested this year and high demand from export markets, which the freight line will service. "We are delighted to partner with the Coalition Government in this project and expect it will not only benefit SunRice and the rice industry, but other exporters in the region," Mr Lawson said. The rail line has been closed to rail freight since 2007 although it was temporarily opened through a \$550,000 Coalition Government grant in early 2011. The works also involve installation of signalling at Toolamba to ensure train services run safely and efficiently with converging services to and from Shepparton and Tocumwal. There will also be some minor overhead wire works in Coolaroo which will enable clearance of more productive taller container trains in the future. "These works will remove the need for height restrictions potentially allowing more freight to be carried in the future by using taller containers," Mr Mulder said. Work on the upgrade is planned to commence in mid-2013.



• Rounding the curve through Tahmoor on the NSW main south line, MZ1440/HL203/8049 haul 8168 freight from Auscots Nevertire to Port Botany on
• Tuesday 19 February 2013.
• Image by Graham Cotterall



On lease from Consolidated Rail Leasing, BRM001 on its first revenue run leads G511/G513/C503 as they work CA05 NCIG – Clarence Colliery coal empties up Fassifern Bank on Wednesday 23 January 2013.

Image by Peter Cousins



Major changes to rail operations are about to occur on the narrow gauge ore lines radiating from the Arrium plant at Whyalla in South Australia. Later in 2013, it is reported that the old Iron Knob mine and railway are to reopen. In the meantime, GWA has ordered five GWN class locomotives to replace the disparate fleet it currently maintains at Whyalla. On Sunday 17 March 2013, the first of the class, GWN001, is seen on the back of a low-loader near Nectar Brook, south of Port Augusta, on the last leg of its long journey from Maryborough in Queensland to its new home.

Image by Peter Attenborough

Clattering the Levers

A Signaller's Story



• The author stands ready to make the road, Scarborough Box circa 1961

By Gerry Galvan



• The Signalman's desk, Scarborough Box circa 1961

My interest in signal boxes began when one of my various duties was to clean the levers. The shunters in Griffith used to work the box and at the same time I would watch the points and signals move. By doing this I could work the frame after a few weeks. This came in handy when I did some shunting in Griffith. One day a 30T class tender engine (3047) was heading for the industrial sidings with a motor trike following. As soon as the engine cleared the points, I put them back to normal to allow the trike to proceed. I didn't realise that the engine almost came to grief going over a derail! I should have waited until the engine went past it. I can still remember the driver saying he was going to 'kill me'.

Once a week I would go out with the push trike to change the kerosene lamps in the signals. This particular day I was on top of the home signal on the Hillston line, trying to light a lamp, while a hot gusty wind was making it very difficult for me. A bit of waste material caught alight and burnt my fingers. I flung it away down below with the result that the dry grass caught fire! A garage owner nearby asked if he should call the fire brigade. 'I think you'd better' I replied, as the fire spread. I struggled like mad to turn the trike around and took off as fast as I could thinking that I was going to be arrested.

We all looked forward to the air-conditioned Riverina Express commencing its twice a week service to Griffith. I am sure

it began in October 1958. I was on duty the first morning it ran from Griffith. I overheard the traffic inspector voicing his concern about one of the cars not being watered and a window still having Bon Ami on it. Not waiting to be told, I attended to those 'irregularities'. When the inspector arrived I told him that everything had been taken care of. Instead of receiving some praise, all he did was grunt and walked away! (its a hard road to sainthood) I am almost certain the engine was 3346 on that first trip out of Griffith.

When Wirth's circus train arrived from Hillston, I was looking forward to viewing animals I'd never seen before. Eagerness turned to dismay when they left all their droppings on the platform! As I started to sweep up, a person who would've been the size of a sumo wrestler flopped down on the seat and started to harangue me on how the junior porters were lazy and useless and this from a man with a double chin and wheezing like a broken down bellows in a blacksmiths' shop. If only he knew how close he came to having that broom for an earring.

I was appointed to Scarborough box late 1959 after attending a safeworking school in Junee. It was quite a busy place with a double track on one side and a single line beyond to Coalcliff. It was big time then to have the colliery load 60 bogie wagons a day. Between the shunting and crossing of

trains, it was a great place to start off as a 'junior' signalman. You really had to be on your toes when a 50 class goods engine would fail on Scarborough bank. This meant that other freight trains would be held up at Coledale and Thirroul, while the first half was being stowed. The engine would return for the second portion on a guard's wrong line order. When the section was cleared things really moved.

I was fortunate enough to see a few trains being hauled by 57 class engines in their final weeks of service. One evening I stowed a goods hauled by a 57 class engine in the up refuge to cross a following passenger train. The driver said he could have kept ahead of the passenger as he was going as fast as a diesel freight.

Another day I was waiting for an up goods, hauled I think, by 5714. On the way up to Scarborough the train was barely moving. But the 'old girl' (with 999 tonnes) would not give in. It was great to hear the engine performing when it made a run for the Clifton tunnel!

One night I was watching the marker lights on a 50 class hauled goods approaching Wombarra. A couple of minutes later all was quiet. I was not looking forward to another train failure! Imagine my surprise when I noticed the marker lights going backwards towards Coledale! If I remember rightly I informed the officer at Coledale and

he in turn told Thirroul North to hold up all trains. What happened was that the crew had gone to sleep! I heard the chargeman in Thirroul ask Control for some details. The control officer replied 'it looks like your blokes have been on the pot' (try saying that today!). I believe the engine crew resigned shortly after.

Shunting down at the colliery was hazardous. With a 30 class engine one morning we pushed a string of four wheeled coal hoppers towards a dead-end. I was riding on the lead truck, when all of a sudden I noticed the tracks were covered with a layer of dried mud! The lead truck hit the dried mud and bounced up into the air and ploughed into a tin shed. Fortunately for me I was thrown in the opposite direction with no harm done. The guard came running up to the derailment thinking I was underneath it.

There were numerous workers trains known as 'Katies', a few would terminate at Scarborough to return to Thirroul as empty cars. The engine would cut off and go into the single line, to the down main and attach to the rear of the cars and return to Thirroul. If a train was going to Coalcliff when the terminating passenger arrived, we would show the driver a small rod of wood, which from a distance looked like an electric staff.

The run around was done with a minimum of delay to the empty cars.

After a couple of years I was appointed to Thirroul North box, where it was a good experience as far as depot working was concerned. Goods trains from the south of Thirroul would terminate and be made up into bigger trains. Double 44 class loads of 1500 tonnes were a common occurrence. The milk train from Nowra (No.120) would run through to Sydney without stopping.

When the coal hoppers were to be placed on top of the coal stage, the shunting engine (5090) would start the run up the bank from North box. This particular day one of the shunters forgot to change the points with the result they charged back towards the yard! The driver slammed on the brakes just as the coal hoppers ran into some stationary trucks. The head shunter, who only moments before the impact jumped off, was walking ankle deep in coal, utterly speechless.

One evening at South box an empty carriage set, reversing into the back platform, ran through the points which admitted trains to the up yard. This meant that all up terminating trains had to proceed to North box to set back into the up yard. I ended up handling 56 trains that evening, all this while the shunters were making up trains.

While I was being taught North box, I witnessed what could have turned out to be a very serious injury. The sectionman was doing some maintenance on the down refuge points. Unknown to him a goods with a 50 class engine was approaching him at a steady pace. The driver was watching him yet he did not whistle at any time! The left hand cylinder struck the sectionman on the side of the head and he fell back away from the engine! A couple of days later, I saw him in hospital and he could not remember the incident.

In mid 1963, I went to Lithgow Yard box. (Not the brightest spot in midwinter) The old and new yard were a hive of activity. Both yards were under the control of yardmasters and I can assure you they were top hands. When I was being taught the box, one of them said to me 'learn that back shift, boy!' How right he was! It was nonstop from start to finish. As soon as the goods train to Bathurst cleared the yard, there would be another one from Enfield ready to stow.

This went on about every half hour or so. While all this was going on, you were changing engines on the mail trains. Only one 46 class would fit in the dock. If you made the mistake of sending two of them down, you would block the down main, as



• This view, circa 1960, shows 4014 on an up goods train waiting at Scarborough for the signalman to provide the staff for the single line section ahead to Coalcliff. The use of 40 class hood units was never common on the Illawarra line when compared to other main lines.

two 46 class could not fit in the dock. One night shift on a long weekend I changed engines on five up mail trains. There seemed an endless movement of trains and engines.

Freight trains to Enfield would have an extra 46 class to assist to Zig Zag. Late one night I was asked to go with the bank engine to Zig Zag and to send the engine back on the down main. On arrival it was in total darkness. I had to run my hands all over the walls to find the light switch! It didn't take long to work the frame out. When the train departed you would ride back with the banker. Zig Zag in the middle of the night would have to be the gloomiest spot in the Blue Mountains.

On afternoon shift a fast freighter (No.650) would arrive from Enfield to change engines. They would replace the 46 class electrics with a 60 class Beyer-Garratt. On departure the driver would work the Garratt hard for the run up to Marrangaroo tunnel. It was magic to hear that engine performing. Double headed 36 class engines sounded just as good on leaving the yard.

The through freighters from Bathurst would charge past the yard box at a fair pace, to change engines at Coal Stage box. It was a crime to block the 'hot' trains. Control, which was located near the station, could always tell if a train was blocked by the way it was labouring through the cutting near Eskbank station.

On one occasion there was a perishable train at a Coal Stage box on the up main, having its brakes checked after changing engines. A stock train from Bathurst was almost due, and as the train ahead wasn't due to depart for a while yet, I decided to leave the stock train standing at the station. Fortunately, it had the main line points set in normal position for the next thing I know the train is roaring past Yard box, after going through a red light, right up to the signal behind the brake van of the train in front! Not a soul realised what had happened, so I kept quiet about it. It was close to Christmas and I certainly did not want to get the driver into trouble.

One afternoon shift at Yard box a signalman was unfortunate enough to have a derailment, blocking both lines right near Eskbank station. Things were starting to move when I signed on the night shift. I was glad when all the bosses went home, especially the DS who was a hothead at the best of times.

I considered myself lucky to work Coal Stage box when they were short of signalmen. This meant working a box that was three grades higher than Yard box. The telephone boys knew the frame and local working as well as the signalmen. In the short time I spent there at Coal Stage box,

only one incident stands out that was out of the ordinary. Late one evening I let a 46 class engine out of the electric engine siding to the down main. The driver would change ends and go to the top of the up yard. The bank engine would come out about 20 minutes later. But this night a second engine came out right behind the first one. I put the signals back to stop, then we called out to attract the crew's attention. I soon worked out why there was no reply, there was no one in it! (today there is talk of a one man crew, but this was ridiculous!) It was a miracle that there were no injuries to the crew on the stationary engine, especially when the engine slammed into their unit.

The driver of the shunting engine was quickly on the scene, and stowed the engine. As there were no injuries or damage, we hushed it up. All that hassle because someone forgot to apply the hand brakes.

I went to Moss Vale in mid-1965 (in winter and covered in snow!) I mentioned to a couple of employees that I was glad to get out of Lithgow because it was busy. One of them replied 'wait till you see the amount of trains we have here!' How right he was. With steam still plentiful plus the limestone trains, coast trains and Sydney to Goulburn traffic, we certainly earned our money.

You would put a steam train into the down refuge to cross a fast freight. Then the driver on the steamer would demand to be placed on the down main to de-ash into the pits. Then Control would want to know why the extra time for loco purposes. Talking of extra time, a double 38 class hauled goods arrived for loco purposes. What should have been a matter of about 20 minutes turned out to be 88 minutes! The poor SM was sent around about three times to see why it took so long. The fuelman was on his knees with a small pickaxe trying to loosen the coal at the back of the tender. He was not a very energetic fellow and trying to hurry him along was a wasted effort. I can assure you Control was not very impressed! Most of us would tolerate him but one signalman would not let him into the box.

Most of the time we would have good shifts where you would go for a solid 8 hours nonstop and everything went well. Sometimes this depended on how quickly the trains were shunted. The attitude of some of the shunters was appalling. They did not give a damn about anything or anybody. I remember one of them growling at me 'I am here to make money not friends' (I bet they smacked his mother when he was born!).

There were occasions where they would shunt right up to knock off time and then simply walk off and go home. That meant that the releases would be left open and you could not clear signals for incoming trains.

Yet, when the next set of shunters came on it was a pleasure to work with them (older hands – different attitudes).

Listening into the Control phone was one way of finding out where the trains were. This paid off one day when the SM at Bundanoon was given some arrival times for a few up trains. Just as I worked out the arrival times into Moss Vale, the ganger in charge of a crew widening out a cutting near the up accept rang me for some arrival times. After giving this information I suggested he wait for the first couple of trains to pass before setting off the charges. He was having none of that! It appears that he hated having men stand around. Next thing I know they blew half of the cutting onto the main line! Fortunately they were able to stop a high wheeler short of the worksite. That report of the ganger would have made interesting reading.

When an up goods hauled by a Garratt came in for loco purposes they would have to cut off at least 25 trucks so the engine could be placed on the pit. With a train length equal to 75 four wheel vehicles it had to be done this way especially if you wanted the brake van in clear of the main line. It was a relief to get rid of the train, as it affected all other movements.

One morning I received an urgent call from Goulburn Control concerning the Spirit of Progress. It had derailed on the Mittagong side of Bowral tunnel after hitting a broken rail. He advised me to hold the Southern Aurora at Moss vale as there was a good chance it would have to go to Sydney via Unanderra! When it was established that the down main line was clear of any obstruction, single line working was immediately introduced. On visiting the site I saw one carriage on its side and a number of the other cars had gone down the steep bank but had remained upright! To think that only fifty minutes earlier a 38 class engine on a passenger train went over the same spot. A couple of days later I was there when they were rerailing the last carriage. It was placed on a pick-up hauled by 3616. The cause of the derailment was a broken rail about 18 inches long.

Talk about being taken for a ride. A limestone train was creeping out the yard to Berrima. The head shunter hung onto the side of the truck with the intention of jumping off at Junction box. The driver, unaware that there was a 'passenger' on board flew past the box with the shunter hanging on for dear life all the way to Berrima. I wonder if he helped with the shunting when they arrived in Berrima yard? Stowing terminating passenger cars was always a bit of a hassle. This normally would happen when the up Inter-Capital Daylight was getting close. The squirt from



• Lithgow Yard Box circa 1964. This signal box still serves the same purpose as it did five decades ago.

Wollongong would arrive with a 30 class tank engine and two cars. The engine would cut off and go through the down refuge in the wrong direction (no signals). You would make sure the points were set correctly. The engine would attach to the rear of the cars, then they would propel forward over to the up main and go into the north dock. The engine would cut off and go to loco. All this while the express was coming over from Exeter.

Another hassle we had to endure was when a couple of guards decided to go slow. There was one particular guard who was a villain as far as dawdling was concerned. Yet, when he was on a pick-up to Sydney on a Friday – look out if you delayed him! He wanted to be in Sydney in time for the Harold Park trots. Another guard I remember would test your patience at times. This particular day he was at Berrima with an empty limestone train. To get a bit of extra running time he would place an S truck (four wheeler) on his train. He did not get away with it as Control made him take it off at Moss Vale. It was always a relief to see a 'Gentleman Guard' come on duty, at least they would work with you, not against you.

At the end of the sixties, there were quite a few photographers taking steam shots (one of them was Mick Morahan). They used to tell me about all the steam action between Gosford and Newcastle. I never did go there much to my regret. To think one was in the

middle of all that action and not take enough photos. There was an old timer taking movies of steam movements. The drivers at times would spin the wheels for the camera. He must be on friendly terms with the crews I remember thinking. I found out later he was the famous Mr Cardew. I wonder what happened to all his movies?

In late 1969, I left Moss Vale for Cootamundra where I worked North Box for the rest of my railway career, retiring in 2001. In a way I was sorry to leave the area, not only because of the interesting working but mainly because of the signallers getting on famously. There was never any dissension amongst us and they took an interest in the job. It is hard to convince anyone under 30 years of age how busy it was in the 60s. How depressing to see once busy depots completely changed. On visiting Thirroul yard a few years back, I could not believe my eyes when I looked at the spot where locos used to be. Not a trace of anything to remind anyone what it was like. All I saw was a small shed and a heap of blue metal!

If I had my time over again, I think I would do the same, even with the odd hours and the awful shifts.

One thing I'd do, I would make sure I would have miles of film to record all the action! (Sound familiar?)

I first met Gerry Galvan in 1984 on one of my numerous trips to New South Wales that I made during the 1980s and early 1990s with my late friend Gordon Harbour. Cootamundra was a hive of activity during these times particularly on backshift as the signaller's called the midnight to 0800hrs shift.

One of my great memories of Gerry was him hanging his head out of the window watching the road traffic prior to manually lowering the level crossing gates protecting the Pinkerton road crossing adjacent to North Box. In later years, the gates were replaced by boom barriers. Gerry also accompanied myself on a couple of trips out to Temora and beyond after daywork to put his movie camera to good use. One of those occasions was 42220 solo on 3270 freight from Griffith whilst the other was also the Griffith freight hauled by 4474/4810/4848.

I also enjoyed many nights of hospitality whether it was a bed or a meal or both from Gerry and his late wife Hope who sadly passed away in the late 1990s. His house in Parker Street contained many railwayana which he had meticulously collected over his long career. I don't get much time these days to visit interstate locations due to family commitments, however if I'm passing through Young, I always make a point of visiting my old friend Gerry and his wife Wilma and chat about the old times.

Stewart Anderson



This image shows 3807 departing Moss Vale with No.20, the up Southern Highlands Express. Gracing the various tracks are a number of lower-quadrant semaphore signals, including a co-acting signal (the up starting signal behind the train). At right is the local milk depot that will shortly be shunted by No.256 pick-up, while a cast-iron elevated water tank, complete with water-treatment equipment, is beyond the train.



Moss Vale could be an extremely busy place at times and the presence of several trains at once was sure to keep the signalman on his toes. On this early autumn afternoon in March 1966, a loaded wheat train hauled by 3623 and an unidentified 38 class engine stand in the up refuge loop while green-liveried 3830 occupies the adjacent loop siding with another northbound goods train.



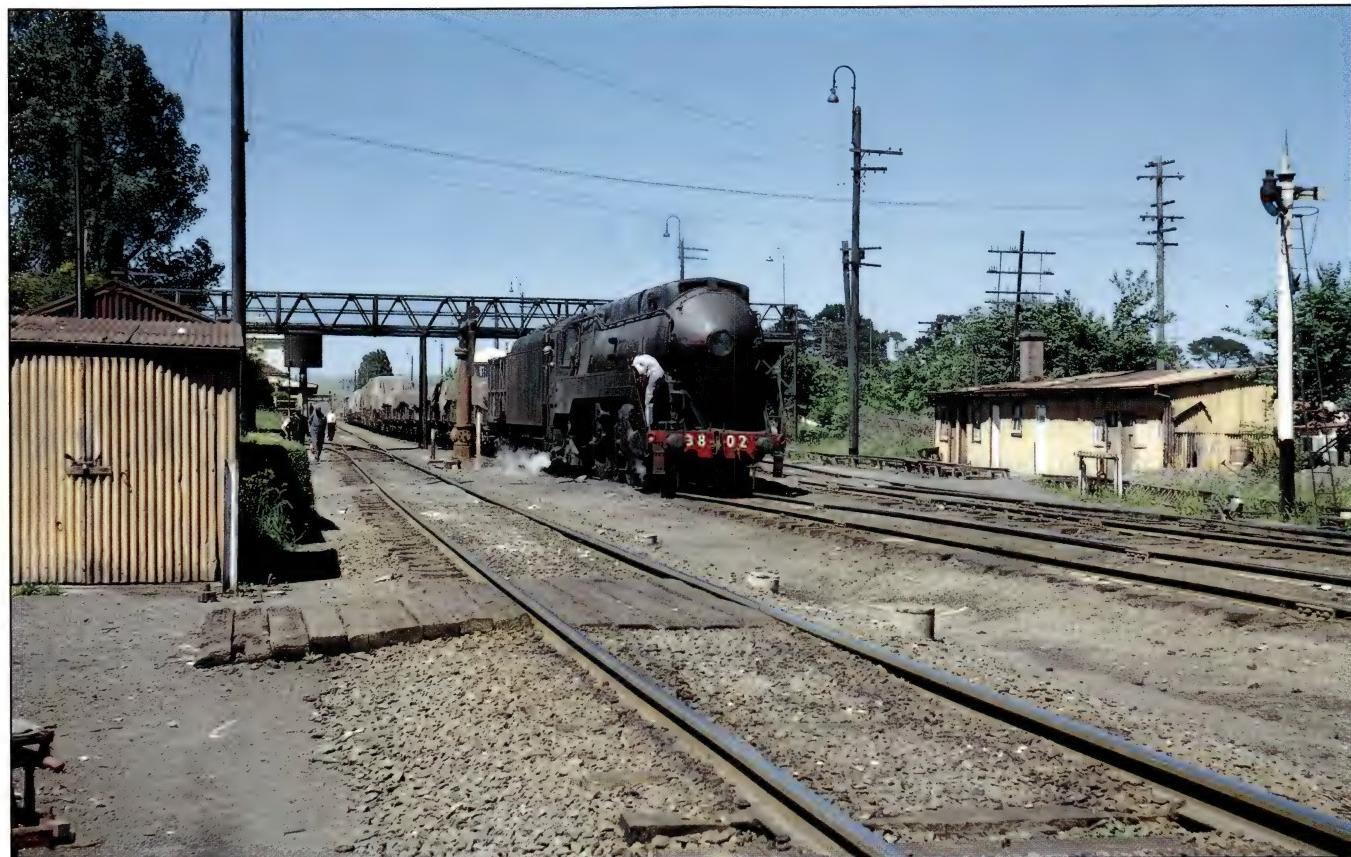
- Several 36 class engines were brought out of temporary storage in late 1968/69 due to increased traffic levels, with most seeing service between Enfield and Goulburn. In June 1968, engine 3638, assisted by an unidentified 59 class 2-8-2, climbs the grade away from Moss Vale, headed for Goulburn.
- Members of the 59 class saw only a brief period of service on the 'short south', between mid-1966 and mid-1969, when regular steam finished.



- The sun has barely risen on a clear but misty New Year's Day 1966 as 3806 blasts away from Moss Vale with the northbound Moss Vale passenger. This train, and the Southern Highlands Express that ran to and from Goulburn, were the last regular steam-hauled trains on the south, with diesels replacing steam from 12 October 1969.



During its last few years in regular service, 3616 was rarely seen on the south, its usual haunt being the working of the Forbes Mail in the Parkes region. However, following dieselisation of that area during 1967, Giesl Oblong Ejector equipped 3616 spent a brief period working out of Enfield depot. It is shown here, working a southbound goods train near Yerrinbool in March 1967.



This scene, captured in March 1967, depicts Moss Vale as it was during the last few years of steam operations. Standing in the up refuge loop is streamlined Pacific 3802 at the head of a northbound goods train, the driver taking the opportunity to attend to the engine. At left, and also at right, are sheds used by the local gangers, lower-quadrant semaphore signals protect train movements and a parachute water tank can be seen at the end of the up platform beyond the footbridge.



■ Saturday, 16 March 1968 was a day of extreme fog in the Southern Highlands as shown in this view depicting 3808/3810 hauling 361 goods near Wingello. At this time, the use of double-headed 38 class engines on goods trains was becoming increasingly rare as the number of the class allocated to Enfield depot continued to dwindle.



■ In March 1966, green-liveried 3830 shunts its goods train at Moss Vale. In carrying out this movement, the train has proceeded a short distance onto the Unanderra/Moss Vale line.



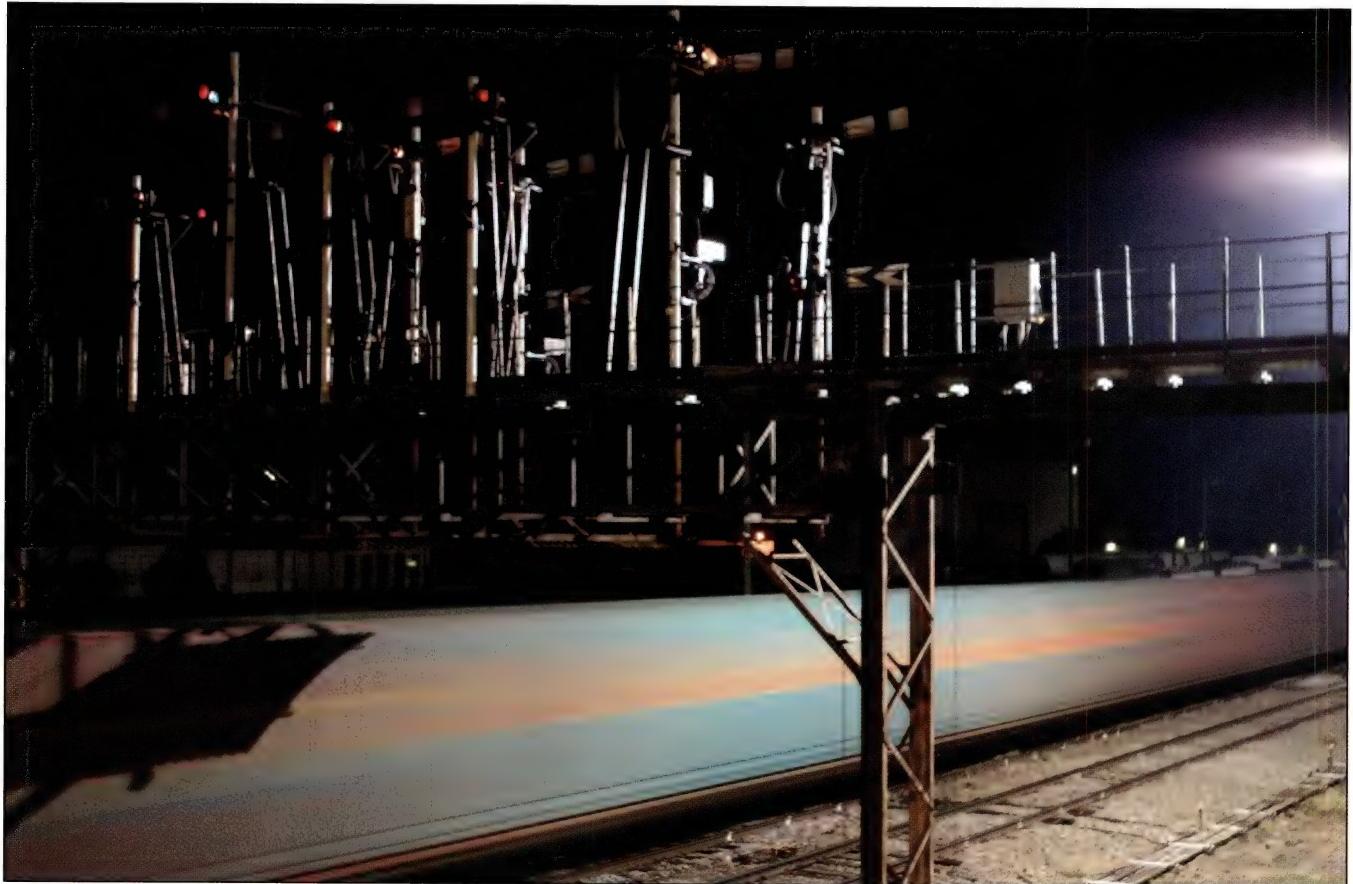
Delivered on 24 May 1969, locomotive 42206 was barely two months old when captured at Moss Vale. Displaying the NSWGR Indian red with Chrome yellow lining colour scheme, the locomotive also has the New South Wales Coat-of-Arms mounted on the front of the cab, below the windows. The staff exchanger can be seen, housed in its receptacle, behind the cab side-door.



The signaller's desk at Cootamundra North Box on 20 March 2007. Contrast this image with the one on page 11 reflecting the changes in technology.
Image by Graham Crichton



• Another view inside Cootamundra North Box shows the indicator diagram above the signal frame on 20 March 2007.
• Image by Graham Crichton



• A Sydney - bound Pacific National service roars past Cootamundra North Box during the evening of 20 March 2007.
• Image by Graham Crichton



• Cootamundra North Box signal frame on 20 March 2007
• Image by Graham Crichton



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CGDY

GRAIN HOPPER

Class:	CGDY	Owner:	CFCL Australia
Type:	Grain Hopper	Build Date:	2003-2004
Number in Class:	42	Length:	15.5m
Number Series:	4001-4042	Tare:	22.7t
Bogie Type:	Class E, 70T Ride Control	Gross:	92.0t

HISTORY

The CGDY grain hopper concept was born out of necessity, that being the ability to fit under antiquated grain loading facilities in NSW! The parentage of the CGDY can be traced back through the larger 100 tonne gross CGAY wagon and the original VHKY Freight Australia grain hopper. Anic Associates designed the wagon.

A total of nine VHKY hoppers were built by Alstom at Ballarat in 2001. This small build was the result of an insurance claim where older grain hoppers had been written off at Ararat in 1999 along with G517 and G518. Following on from these, a prototype was built at the end of 2001 for leasing company CFCL Australia. The wagon was coded CGAY 0850 and was painted primarily in blue.

The quality of the manufacture and the emerging 'private' railway companies resulted in CFCLA placing an order for 60 CGAY hoppers (numbered 0851-0910). After only a handful had been built and delivered in 2002, it was deemed that the height was restrictive for loading at some branchline silos. The manufacture and delivery continued of the CGAY wagons into 2003 when a decision was made that the last wagon in the order (allocated as CGAY 0910) would in fact be built as a prototype with a lower 'NSW friendly' profile. In October 2003, this hopper emerged from the workshop numbered CGDY 4001.

The taller 4070mm CGAY hoppers found a long term home in South Australia with ASR/ARG/GWA, and in 2004 an order for an additional 21 hoppers was placed, meaning

that CGAY 0910 would eventually be built, with the fleet of 81 concluding with CGAY 0930. The CGDY design was an instant success with the customer, Graincorp, and an additional 41 hoppers were ordered, taking the fleet to CGDY 4001-4042. 42 hoppers equated to a train of 40 with two spares for rotational maintenance. All the CGDYS were built and delivered during 2004. As Alstom was a broad gauge workshop and the CGDY and CGAY hoppers were built exclusively for the standard gauge, hoppers were transferred two at a time on temporary bogies to Dynon, where they were paired up with their correct 70T Ride Control bogies.

A significant drought event occurred in the early and mid 2000s, resulting in low demand for grain hoppers, and as a result, no



On lease to GrainCorp and waiting to be loaded at Barellan on Monday 5 July 2004, CGDY 4001 sports the silver arch livery – the only one in the fleet.
Image by Chris Jones

By Chris Jones



CGDY 4015 sits patiently at Parkes Sub Terminal on Sunday 19 October 2008 during a handover inspection between Manildra Group, AWB Limited and CFCLA. This hopper was painted in the standard all blue side, with the elevated data board. The Manildra Group stickers were fitted in 2007.

Image by Chris Jones

more hoppers have been built to date using the CGAY or CGDY design. While the CGAY and CGDY wagons see continual utilisation, the eight remaining VHKY hoppers have been stored for several years now; currently at Ararat. VHKY 1156 was scrapped in 2008, after being parked sans bogies at Dynon following an incident.

DESCRIPTION:

The prototype CGDY 4001 was delivered with the standard CFCLA silver arch, with grey and yellow striping. By the time 4002 was being manufactured, it was deemed that the complex silver arch livery was somewhat pointless, as the CGAY fleet in South Australia were being covered with graffiti. CGDY 4002 was delivered in the same livery as 4001, however the silver arch was removed from the livery, resulting in the entire curves side wall being blue. The only other change in the order of 41 was the positioning of the data board. Due to concerns over graffiti, the 600mm x 600mm sticker was relocated from below the large CF logo to alongside the CF logo (much closer to the roof line). This change occurred from 4009 onwards. During a short stint with Manildra Group, large Manildra group logos were placed on many of the wagons, and these are still present.

In order to be fully height compliant in NSW, the CGDY was restricted to a maximum height of 3735mm. The cubic capacity is 85.5m³, which makes it more suitable for heavy Prime Hard wheat. Lighter density products fail

to reach the weight capacity of 69.3 tonnes due to volumetric capacity.

The relayed air brakes are operated by a WF5 triple valve and combined unit. A main reservoir provides two functions, these being, to charge the supplementary reservoir to assist in braking (air regeneration), and to operate the lid and discharge gates. Automatic load compensation is achieved from a VTA valve, and grade control is managed by a fixed 0.95mm choke. This choke slows the release of the pressure in the brake cylinder when the air brakes are released.

The roof is one piece, and is opened by two large Norgren pneumatic cylinders. When opening, the lid lifts and slides to one side. The VHKY hoppers had a lid that flipped open. Each discharge gate is individually controlled from a control box located below the side sill in the centre of the wagon. The doors can be 'inched' open to allow for slower unloading where necessary. The air receiver located at one end of the wagon, contains enough air for the lid to be opened and shut 3 times, if loading in remote locations without a locomotive air supply.

The hopper bodies were initially matched with second hand refurbished 70T Ride Control bogies which were sourced from the United States by CFCL. These bogies were prone to higher than normal levels of wear, and in 2012, the fleet was retro fitted with a Chinese manufactured cross braced passive steering bogie, very similar to those found under the CQBY intermodal fleet.

OPERATION:

From delivery, the CGDYS found their way onto the Graincorp service, generally operating in southern New South Wales, with GL101 and GL102 providing the motive power. The wagons were returned from lease around the end of 2006. In early 2007, Pacific National considered leasing the hoppers, and may have even leased them for a short term, however, they did not leave Goulburn Yard, where they were stored.

In October 2007, Manildra Group leased all the wagons for 12 months, and operated the wagons throughout New South Wales. With the ending of that lease in October 2008, AWB Limited subsequently leased all 42 hoppers for a five year period. AWB Limited is now owned by Cargill, and the lease is due to expire later this year. Over this period with AWB/Cargill, the wagons have operated all through New South Wales, Victoria, and South Australia, being hauled by El Zorro.

The CGDY wagons have not operated without incident, two major rebuilds have occurred following collisions. In January 2006, GL101 collided with the side of CGDY 4003 in Temora Yard, this wagon was subsequently rebuilt at Junee Railway Workshops whilst in November 2008, a collision occurred after a runaway at Werris Creek Sub Terminal. One portion of the train was stabled and the other portion rolled away, resulting in an extremely heavy impact. This impacted left buckles in the sides of many hoppers, with CGDY 4037 requiring road transport to Bendigo where it was rebuilt due to significant crumpling of the body and side sills.



A recently delivered CGDY shows the yellow lid with rollers for the sliding action. The steel perforated planking is to allow safe access along the roof for repairs. This aerial view was captured on Tuesday 12 October 2010 at Junee Railway Workshops.
Image by Chris Jones



Axle load testing was conducted at Parkes Sub Terminal on 20 April 2006. Graincorp, ARTC, and CFCLA were involved with various loading techniques and weighing of each load style. After loading and weighing, the hopper was discharged ready for another test load. The test hopper in this instance was CGDY 4003 had only recently been repaired following a collision with GL101 at Temora.
Image by Chris Jones

RL class

Locomotive Model.....	.AT36C-3
Built by.....	RTS Islington
Road Numbers	RL301-RL307, RL309, RL310
In Service	November 2006
Length	20.5m
Height	4.27m
Width.....	2.968m
Fuel.....	8000L
Oil	870L
Cooling	1115L
Sand.....	0.45m ³
Engine	EMD 16-645F3B
Engine Speed.....	255/954 rpm
Power.....	2610Kw (3500hp)
Main Generator.....	EMD AR10
Traction Motors.....	6 x GE 752
Gear Ratio.....	74:18
Locomotive Weight	132 tonnes
Axle Load	22 tonnes

The RL class locomotives have an interesting history that can be traced back to the mid 1990s when Morrison Knudsen Australia (MKA) acquired the frames of 12 former SRA 442 class locomotives with a view to manufacturing new locomotives utilising those frames and new and reconditioned parts. However, it was to be a further 10 years before the class leader was to materialise, this time from the workshops of RTS at Islington, Adelaide. The original concept to built new locomotives using the 442 class frames was abandoned and construction commenced on new frames, although with many reconditioned parts. The carbody was manufactured from scratch and when assembled, the new locomotives had the appearance of the former AN class of Australian National. Initially built for CFCLA, the locomotives proved troublesome and the company never took ownership of the fleet. Today the nine members of the class are split between Engenco (Greentrains) RL301, RL302, RL304 – RL307 and Qube Logistics RL303, RL309 and RL310. RL309 and RL310 are painted in the Qube' livery of silver with yellow trim, while the remaining members of the class are painted green with yellow trim. The remains of uncompleted RL308 was scrapped. At the time of writing their sphere of operations is mainly in NSW. Most of the Engenco fleet of RL class locomotives are on hire to Qube Logistics.



By Peter Attenborough and Justin Cheary



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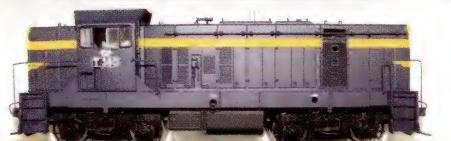
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U201 'Has broken out and is at large'.



U201 crosses a culvert near Goddard Siding, between Amery Junction and Ejanding on Wednesday 7 November 2012.

By Charles De Bruin



U201 is dropping its gravel ballast in the Burakin to Kulja section before heading to Kulja for another load on Monday 19 November 2012. The wagons discharge chutes are left open to allow the last gravel and dust to clear.

The word was out! General Electric locomotive U201 that had been penned up in its Midland QUBE compound for some considerable time was at last on the move.

Being on temporary transfer at the West Merredin depot and on a day off, I grabbed my camera and set off to get a shot or two.

A 40 minute mechanical delay with U201 leaving Midland allowed me to cover the distance from Merredin to Goomalling, where U201 came into view, then a cross country chase ensued with the odd rushed shot taken.

Its reported destination was Burakin, the junction of the Kalannie and Beacon branches, to rescue R1902 which had main generator problems. Passing by Kirwan, prior to Burakin, I spied a large stockpile of ballast and on the other side of it was stabled ZB 2120 with its loaded ballast train, while next to the CBH grain silo was RA1902. Shortly after U201 arrived and made up the trio of 2 'Poms' English Electrics, ZB 2120 ex TGR and RA1902 ex WAGR/Westrail and a 'Yank' General Electric U201 ex International Container Terminal Services in Manila, Philippines.

After some initial problems coupling hoses and preparing for towing, the U boat pulled out and while the crew locked up the main line points, presented the perfect photo

opportunity of the three locos together. My last shot and view was the U boat towing the R class through Cadoux siding and then down the long straight and disappearing below the horizon.

At the time I couldn't believe my luck (although the luck didn't extend to the 100million Mid Week OZ Lotto draw) to find three unique locos in the middle of nowhere.

In the two and a half weeks relieving as a Driver at Merredin, working freighters between Merredin/Kewdale and West Kalgoorlie/Parkesston, the following infrastructure and loco transfer movements were photographed.

The first interesting photo was on Monday 5 November 2012 at Jennacubine, with the strange combination of CBH011 and ZB2125, representing locos from two different companies. They were stabled on the Jennacabine loop on the Avon Yard to Goomalling section. ZB2125 had been laying ballast near McCleary and had failed and CBH011 had finished the task and was bringing the ZB back to Midland. The second interesting photo shot was the above mentioned U boat 201 breakout on 7 December 2012.

This was followed on 8 November 2012, with the next encounter being at Jaurdi, 'in the top end' between Koolyannobbing and

West Kalgoorlie. While working 4PW4 with NR26 62 Veh/1111m/1765 tonnes, I took the loop and crossed light engines K206/8030 returning from dropping rails near West Kalgoorlie.

The next photo encounter was on the afternoon of Sunday 18 November 2012, when working 5MP5 with NR22/ NR69 46Veh/1749m/4620 tonnes through Midland, enroute to Kewdale. I noticed the U boat on empty ballast hoppers at Midland. Then in the early hours of the morning of the 19 November 2012, while working 2PS6 with NR11/NR38 H/D/NR4 H/D / NR43 H/D through Avon Yard, I noticed the headlights of what appeared to be the U boat and another loco. However, unable to make them out I decided after that after a sleep at Merredin, I would chase them up.

Mid-morning I made my way to Kirwan via Wyalkatchem, Amery and Cadoux. At Kirwan things became confused as rail employees working on the brakes of a short rake of ballast hoppers, stated the train was up the line in the Burakin to Kulja section, and yet shortly after some road workers, working next to the line, swore black and blue the train had gone the other way loaded towards Cadoux. I first went north and indeed found more than I expected; a 'Pom' ZB2120 stabled in Burakin yard, then further along



• P2508 'Shire of Carnamah' returns to Kirwin with empty hoppers after dropping ballast near Ejanding on Monday 19 November 2012.

I found U201 dropping gravel ballast in the temporarily closed Burakin to Kulja section.

The difference in working conditions of the 'track workers' of today, compared to the 'Gangers' of yesteryear, is astounding. When I started in the railways in 1974, the wagons would have been unbraked 4 wheel LA hoppers with manual opening doors for centre only discharge. The gangers garbed in stubby shorts, boots and singlet/shirt, ran alongside the wagons operating the doors, engulfed in clouds of dust. The dust is still there, although dampened down, however the wagons are bogie, with viable air operated doors dropping side and centre, while the operators are attired in long trousers and shirts, safety boots and full face mask dust respirators.

Feeling quietly content at bagging two locos, I travelled west to Cadoux and while buying a pie and cuppa heard the burble and rumble of a train and raced off in pursuit, thirst and hunger for the moment forgotten.

The road workers were in fact correct as the train was dropping metal ballast in the temporarily closed Amery to Kirwan section at Ejanding. The loco was QRN P Class 2508 'Shire of Carnamah'. That made three locos for the second time in the middle of nowhere. One 'Pom' and two 'Yanks'.

Perhaps I should try my luck again with OZ Lotto!

The next infra-structure train I came across was late in the afternoon of Tuesday 20 November 2012, while I was waiting to work 3PS7, with NR112/NR107, to West Kalgoorlie. LZ3112 was in the ballast road at West Merredin yard, with two front end loaders scurrying around loading metal ballast for the next morning drop around Morrine Rock. Also of interest, although not photographed due to darkness, was the Rail-grinding train in the loop at Beckwith, east of Koolyanobbing.

The final encounter was on Wednesday 21 November 2012, and was much unexpected. I was driving back from my expenses stint and decided that I would travel to Perth in a circular route via Mukinbudin, up as far as Wialki. Travelling through, I was shocked at the very poor state of the closed Bonnie Rock to Beacon line. Beacon itself was in a far better state and with the exception of the old CBH wheat bins that were now missing, it was unchanged from my experience working there in the early 80s. The old train crew barracks looked as if train crews were still using it, however that was not the case and it is in fact rented out to travelers (Beacon

Telecentre hire the rooms out). I was also very pleased to see that the Beacon to Burakin line was under track rebuild, with a new wood and steel sleeper replacement program happening.

Continuing along the line towards Burakin, I came across U boat 201 at Kulja CBH, with its fleet of empty ballast hoppers. The logistics of having a U boat 'at large', was answered with the simultaneous arrival of a road tanker ('Milch Cow' in U boat terms), that pulled up at the road/rail crossing and started to fuel the loco.

I then proceeded to Kirwin via Burakin and found P2506 'Shire of Quairading' light engine, in the process of moving into Kirwan yard to allow for the arrival of P2508 'Shire of Carnamah', which was approaching at a slow pace of 20kmh due to heat buckles from the previous days. This was in surprising contrast to the current weather of thunder, lightning and 27mm of rain flooding the road and railway reserve!

Photos taken, I proceeded homeward very content, with three locos in the bag. However, as I proceeded towards Toodyay, I had to do a quick about-face at Dowerin when an empty Watco-CBH empty grain train came into view lead by CBH 017 'Lake Biddy' / CBH016 'Neendaling'.

The above mentioned loco movements in the Central Districts were a good chance to revisit some of my 'old stomping grounds' where I was a WAGR/Westrail Fireman, Acting Driver and Appointed Driver to the Avon Yard Depot for periods of time between 1974 and 1985.

As for the locomotive of interest, U201;

U201 was built by PT GE LOKOMTIF Indonesia.

Serial #1

Horsepower 2000hp

Weight (ton) 87.3

Date of manufacture December 1996

Model UM20C

GE Diesel Electric Locomotive

Made in Medium – Indonesia.

Of interest if you like trains, planes and ships, are the details of the more belligerent parody U201

U201 was built by KRUPP KIEL Germany 20 January 1940

Sunk 22 ships = 102,697 GRT

2 auxiliary warships = 5,700 GRT

2 ships damaged = 13,386 GRT

Sunk on 17 February 1943 in the North Atlantic by the British Destroyer 'HMS Viscount' with depth charges, resulting in the 'loss of all hands' = 49 lives.



With the sky still menacing from the deluge that poured down on the dry country and uncovered open CBH grain pig sty's, CBH017 and CBH016 hurry their empty grain train through Dowerin on Wednesday 21 November 2012.



• ZB2120 stands stabled ahead of its loaded ballast train at Kirwin, waiting for its next day's work on Wednesday 7 November 2012.



• R1902 in the CBH siding, with arriving U201 'to the rescue' at Kirwin on Wednesday 7 November 2012.



• LZ 3112 stands just clear of its empty ballast hoppers in the ballast road at West Merredin. Two loaders are busy reloading the wagons for the next day's drop on Tuesday 20 November 2012.



• R1902, U201 and ZB2120 at Kirwin, a fortuitous opportunity in an area of limited train operations on Wednesday 7 November 2012.

A few days away with some Mozzies, a jar of Vegemite and three 49 class

By Bernie Baker



Three grubby ALCo 48 class heading to Coonamble crawl past our three pristine 49s. There is a 20 km/h temporary speed restriction in place.

DAY 1 - MONDAY 12 MARCH 2012

Just like a couple of blokes heading off on a fishin' trip. Clothes, camera, tucker and a brand new jar of Vegemite all packed into the back of the Toyota Troopie. Then the reality check, our work bags, after all who goes fishin' with steel capped boots and safety orange shirts with reflective stripes all over them? Perhaps Gunzel fishermen? When we arrived at Talbragar on the outskirts of Dubbo, we soon discovered we should have brought the rods. Seems like it was now known as Lake Talbragar with a huge expanse of water where I had never seen it before, this being a sign of recent heavy rains across New South Wales and this joint got off lightly.

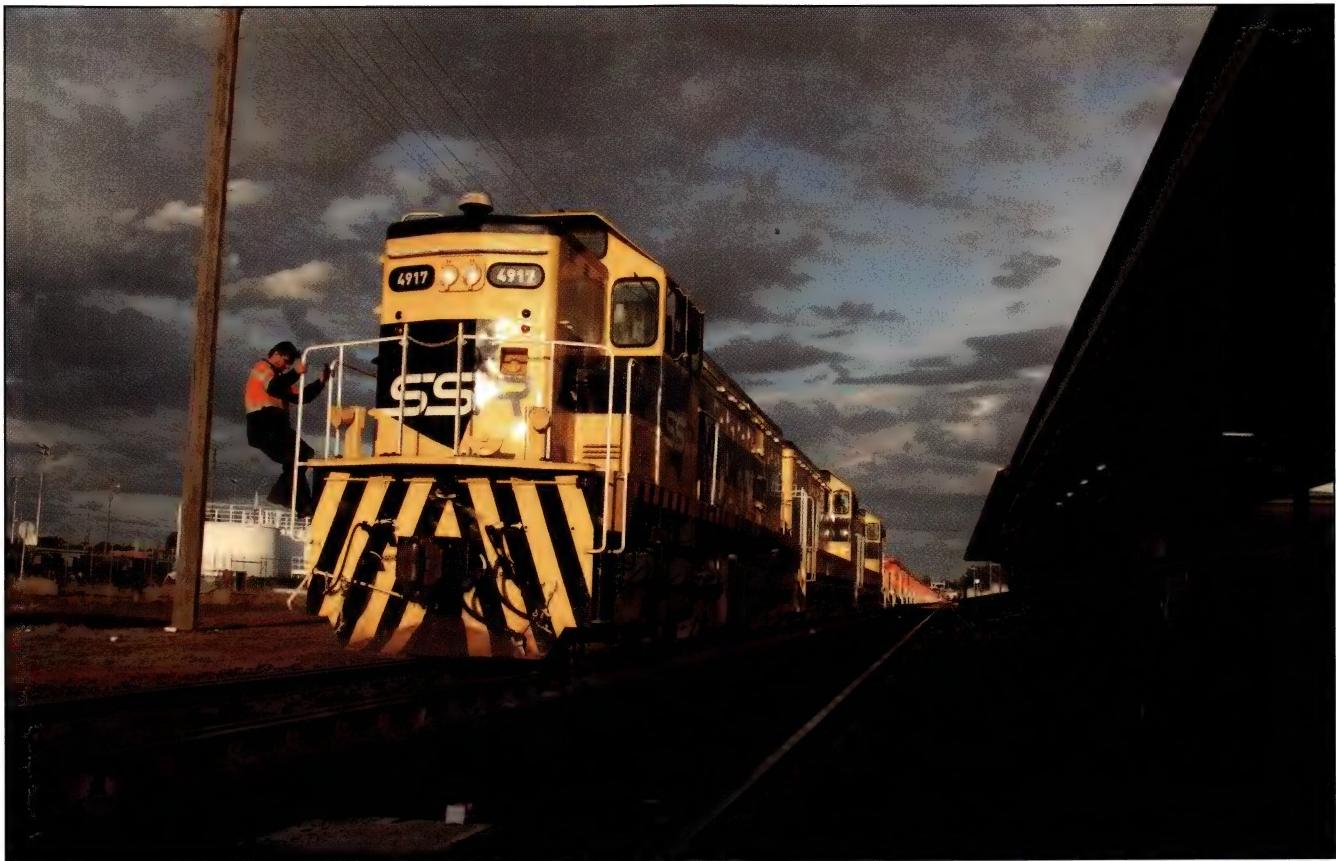
In the siding sat Clyde-GM 49s 10, 04 and 17 attached to 25 refurbished ballast hoppers with a ballast plough at each end. All up its 380 metres in length and 1560 tonnes loaded. Each wagon is 63 tonnes or three dump truck loads. It should take a bit over two hours to load, but being on the Coonamble branch makes it hard, especially with an enormous amount of grain out there. So, Train Control wants us to lock

away for 5827. When we gave this train a roll-by the driver came back with "thanks for that fellas...who's SSR, are they new to the

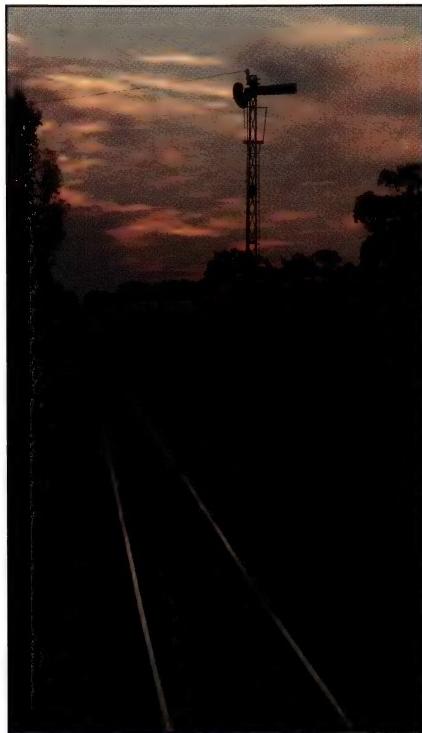
area?" Darran briefly explained that Southern Shorthaul Railroad had been around for nearly ten years.



Looking out the cab window of 4910 at Talbragar where the bird life is loving it. Noisy beasts too, when they all take off at once.



Once loaded, the three Clyde G8C's were placed on the other end of their train, followed by a brake test and then we set off into Dubbo. In Dubbo, my mate Darran has the Minore peg which means it's time for us to go and head westwards.



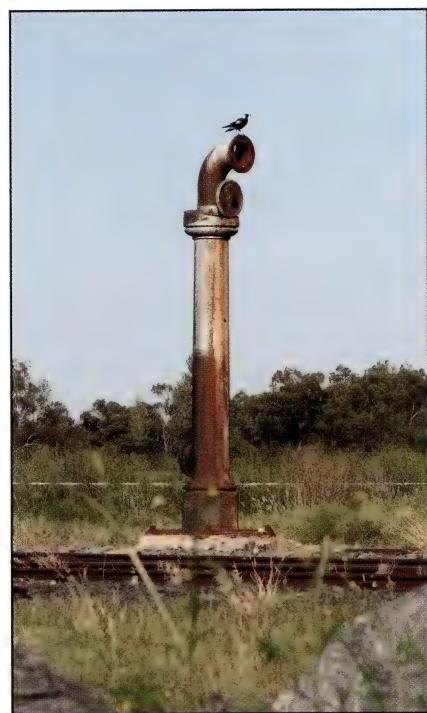
Semaphore signals still stand sentinel on the electric staff section from Dubbo to Narromine. Minore is about half way and there is no siding or loop in place. The silos are still there though. The ground frame is also in situ but with no wires between the levers and the red square ended arms with corresponding white bars.

Our train (8M71) is to be stabled at Auscott on the Warren branch, then run light engine to Warren. The last few kilometres on the Warren branch are laid with short length rails, which includes a trestle bridge. Being dark meant our 49s could have been in Indian Red livery 30 years ago. Darran spotted a slimy brown snake amongst the grass at around 2200hrs. There are no ground frames here, meaning it's a non-interlocked yard. The train register book starts in 1991, which is only 20 years ago. There's another 20 plus years left in the book, but I suspect it will be train order working well before then or Warren will be gone completely. I rang the owner of the motel earlier in the evening to get instructions on how to get to his one star establishment. "Walk past the caravan park" he says. A lone street light between the yard and a cross road lead the way. We were lost, so I rang. He wandered out of the back of the motel and so we followed. There it was, a container in the car park and some old looking mafia staff car under a carport; we were it, the sole occupants for the night.

DAY 2 – TUESDAY 13 MARCH 2012

With the sun up the next morning, it was no wonder we weren't sure if we were going the right way. The caravan park we were

supposed to walk past was non-existent, well deserted anyway. Gee this is Warren; surely this is a priority holiday destination where there would be standing room only!



A leftover from the steam era keeps a Magpie off its wings.



- With overnight bag and esky in hand Darran heads to our horses. In our eskies the ice bricks are thawed. This is a problem when motel fridges are tiny and the freezer section is just big enough for freezing flies. But they are impressive with a plastic jug with town water and glasses wrapped in their own personal paper bag.

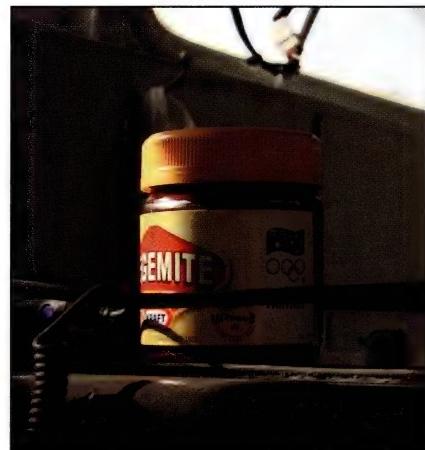


- I might sell that shot of the 49s to the local tourism board - 'Postcards from Warren'.





There is track in there and the occasional steel sleeper among the timber ones to keep it in gauge or in case all those termites holding hands decide to give up and move camp. I would bet two bob each way that there is a brown snake slithering underneath too.



In my cooler bag were English muffins, butter and the Vegemite. So muffins for brekky it was and to have them with a cup of coffee would have been better. There is always a coffee cup in my bag, but somehow I had left it out on this trip. There the jar sat on the control stand taking pride of place. The track is as flat as a tack from Warren to Narromine and being a new jar meant it didn't slide back and forth atop that control stand.



The ballast was out of the 25 hoppers by the time we arrived at Nevertire. At the silos Pacific National were loading a grainy with two 48s sandwiching X36. The X class is a single control stand job, but it is not used as a lead unit. I cut my teeth on this stuff down in Victoria and a single control stand locomotive was par for the course.

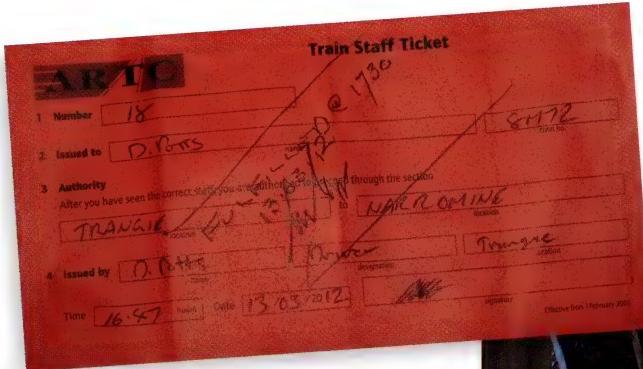
Arrival at Narromine was 1720hrs and it was going to be a 90 minute stop. I hung around the staff hut waiting for Pacific

National's 8824 to arrive from Dubbo. It has been decided that some grain trains are too long and block too many crossings at Dubbo when running around, so they have to make the 50 or so minute trip to Narromine to run around and head back where they had just come from. Our now empty ballast train (8M72) sat in the loop. In the boredom I counted 30 plus notifications of some description inside the staff hut. Information overload? You bet.

8177 and 8151 would arrive with a mixed bag of grain wagons. Once the Minore – Narromine staff was back in the instrument, I rang ARTC's Broadmeadow West Control for permission to withdraw a staff and get out of there. You have to remember to grab a different numbered staff than the one that came in, otherwise you can be accused of 'winging the staff', in other words, not putting it in the staff instrument in the first place.



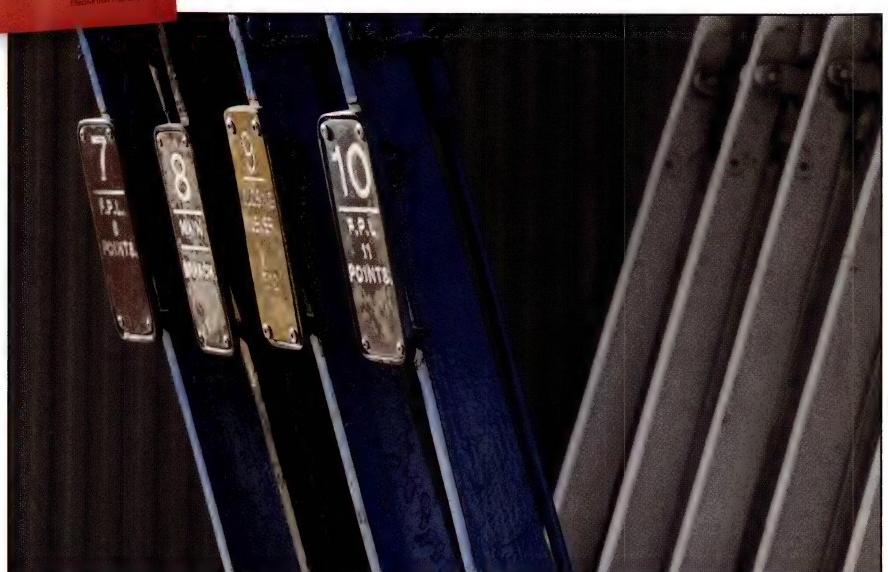
• Twin 81s at the well-looked after Narromine station. Now we need to leave town so they can use the loop to get on the back end of their train. They should have built a thousand of this model locomotive.



• The Train Staff Ticket that was our proceed authority from Trangie to Narromine. Narromine to Cobar, encompassing Nevertire to Warren, since 15 January 2012 has been under the control of John Holland CRN.



• Besides the fact that the clowns running the club can't spell, I couldn't find any membership forms. This being the face of a locker inside the Narromine staff huts. Ugly rendition of a koala too!



• Levers 7, 8, 9 and 10 have the frame at Narromine set up for the branch to Peak Hill and onto Parkes. The white levers are spare in which they will eventually become invisible one day. As for the spider, it stood guard over it all; well I assume it was security because I didn't see a camera in the web.



- It's still day two and we were at Minore
- from 1925 – 1935hrs, Pottsy is holding Staff
- Number 21 for Dubbo.

DAY 3 – WEDNESDAY 14 MARCH 2012

A 1300 sign on to load 8M71 and head to Trangie to book off.
If I knew what was coming, I would have jumped in the new
found Talbragar Lake!



- We had just finished and locked away in time for Pacific National to head to Coonamble with a pair of 48 class on the lead. 8169 was in the dead end waiting for a return service. Big engines like the 81, L and X class are stabled here as their weight will slow things down. They can work to Gilgandra but at a much reduced speed compared to the 48 class.



Once loaded, it was out of Talbragar at 1755hrs. The light was good, the temperature was warm and those 49 class sounded just fine coming out of the siding in the evening sun.



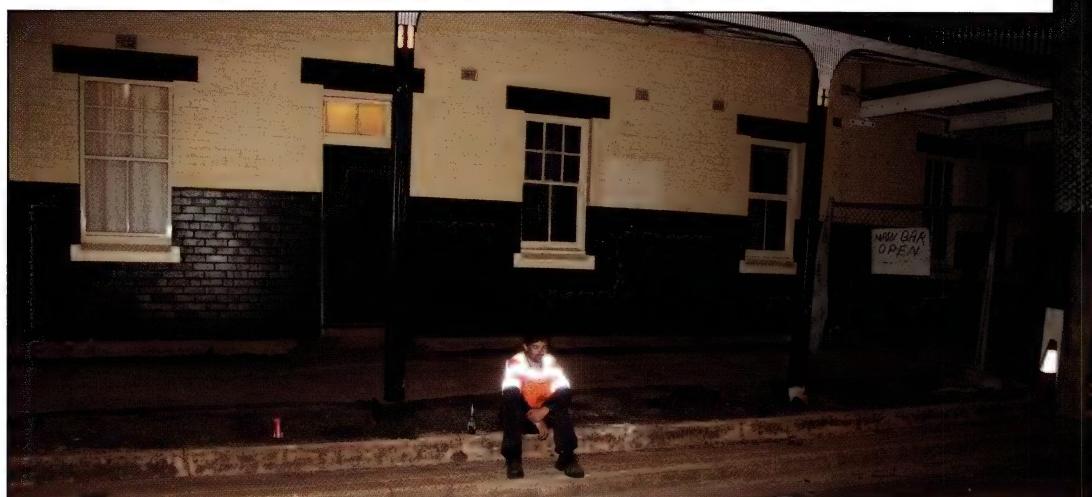
Narromine was going to be another interesting experience as we arrived out at X Signal at 1934hrs. There was an IRA train out on the branch and thus we were going nowhere. I rang the Trangie Hotel Motel and said we would be late and could he leave a key under the mat and some drinks in the fridge. He told me to call back in half an hour, which I did and again and again. Eventually our train was locked away at around 2220hrs at Trangie and the town was dead!

The Imperial Hotel was open. As soon as we stepped in the door, the bar lady yells "close the bloody door before the mozzies get in". "Who the bloody hell do think opened the door for us!" I said back. There were millions of them and as big as small planes. We were in the joint for five minutes, when the newest bar fly (who had buzzed over from Gooloogong

a few days before) somehow landed on me. Drunk as a skunk and spilling his guts about the missus and the seven kids he gave her. So what if he left town because he threatened to kill the coppers and who knows what else. Gooloogong is smaller than Trangie and yet it had coppers, either way, they're lucky to be alive according to the bar fly. As for his South American darlin', it would be fair to say it's all over.

Our good roster man had booked us into the aforementioned Trangie Hotel Motel. When we asked the gang at the Imperial where it was they pointed straight out the window to the joint on the opposite corner. "What, the place with the temporary six foot fencing around it?" Apparently the front veranda and part of the top story fell down. We found a way in. The door fronted off the main street. In the middle of the floor were two stubbies of XXXX Gold and two

cans of Coke in a bucket of warm water. The ice had melted taking the labels of the stubbies with it. As hot as it was I wondered why it wasn't in the fridge. The answer is obvious, there wasn't one and it must be stored with the air conditioner and the power point I needed to plug my phone in to charge. It was steamy, full of mozzies but it had a TV. There it was, a small portable mounted in the top corner in a room that has 14 foot ceilings. All we could do was laugh and so we so we sat in the gutter of the main drag drinking Coke and finishing off a Stubby that we purchased from across the road. The owner had gone home at 2000hrs and we arrived at 2230hrs. We were lucky the gang at the Imperial were there, where we kept cool for an hour or so. In defence of our good roster man, he had taken it on good advice from the owner we were staying in a pretty good place.



Top is the Imperial.
A maggie as big as the
Imperial and Darren out
front of the supposed
hotel motel.

DAY 4 – THURSDAY 15 MARCH 2012

Next morning was 0630hrs for an 0800hrs departure, run the train towards Narromine to the 503 km peg. A straight drop from there to Home Signal Y at Narromine. We were going to be

there an hour until a TOA in the yard was fulfilled at 1300hrs. Food, I need food and a coffee. The class act at Trangie had granny's kettle plugged in the bathroom with a few satchels of International

Roast on the bed side table. I assumed the milk is in storage with the frigging fridge! 4910's air conditioner was working a treat and made the trip back to Talbragar pleasurable.



Being the good driver that he is, Darran Potts checks the compressor oil before starting 4917. This is checked along with the water, governor and once the engine is started, engine oil.



On arrival back at Talbragar, X45 occupied the dead end. A far cry from her broad gauge days of hauling trains such as the Overland while being dressed in the magnificent blue and gold paint. I did notice they hadn't plastered it with PN decals and thus still had 'Freight Australia' on the long hood.

DAY 5 – FRIDAY 16 MARCH 2012



An easier day, travel by car to the same loading site, load the train, leave it in the siding, run as D179 light engine to Parkes and stable there. The 49s up at top loco share space with SSR's B65 (which was then based at Parkes for working railsets) and 8049.

INS AND OUTS

NEW LOCOMOTIVES

Aurizon (QLD & WA standard gauge)

ACC6031 - model C44ACi - built UGL Rail, Broadmeadow NSW - In service WA 24/2/13

ACC6032 - model C44ACi - built UGL Rail, Broadmeadow NSW - Delivered 18/1/13

BHP Billiton Iron Ore

4403-4414 - model SD70ACe - built ProgressRail, Muncie, IN, USA - expected to arrive April / May

CBH Group (WA)

CBH119 - model MP33C - built MotivePower Inc, Boise, ID, USA - named "Baandee" - released Gemco, Bellevue - 21/1/13

CBH121 - model MP33C - built MotivePower Inc, Boise, ID, USA - named "Benjaberring" - released Gemco, Bellevue - 21/1/13

Fortescue Metals Group (WA)

720-721 - model SD70ACe/lc - built ProgressRail, Muncie USA - Expected to leave Muncie March 2013

Pacific National (standard gauge)

9307 - model C44ACi - built UGL Rail, Broadmeadow NSW - test run 5/2/13 - delivered 8/3/13

9308 - model C44ACi - built UGL Rail, Broadmeadow NSW - test run 5/2/13 - delivered 8/3/13

9309 - model C44ACi - built UGL Rail, Broadmeadow NSW - test run 14/2/13 - delivered 8/3/13

9310 - model C44ACi - built UGL Rail, Broadmeadow NSW - test run 5/3/13

9311 - model C44ACi - built UGL Rail, Broadmeadow NSW - test run 5/3/13

Pacific National Coal (QLD narrow gauge)

7133 - built by Siemens, Germany - delivered to Brisbane - moved to Moolabin 1/2/13 - to Nebo 16/2/13

7134 - built by Siemens, Germany - delivered to Brisbane - moved to Moolabin 1/2/13 - to Nebo 16/2/13

NOTE: 7135 & 7136 left Siemens early March

Qube Logistics

Order placed for six model SDA1 from CSR, Ziyang, China 31/3/13

Consolidated Rail Leasing (NSW & VIC)

BRM001 - built SSR Bendigo Workshop, VIC - to revenue service 23 January

BRM002 built SSR Bendigo Workshop VIC departed by road to Bathurst 18/3/13, rail hauled from Bathurst to Lithgow 20/3/13

LOCOMOTIVE MAJOR WORK

QR National (QLD & WA narrow gauge)

4020 - accident Ambrose 8/2/13 - still on site awaiting recovery

4128 - accident Ambrose 8/2/13 - still on site awaiting recovery

DD2356 - electrical fire 1/2/13 - arrived Forrestfield 16/2/13 stored

Genesee & Wyoming Australia

FQ02 - ex Edith River, NT accident - repairs completed - repainted GWA livery - Downer Rail, Pt. Augusta - released 28/2/13

CLF6 - ex Edith River accident - repairs completed - repainted GWA livery - Downer Rail Pt Augusta - trial run 18/3/13



BRM002 stands at SSR's Bendigo workshop whilst final checks are undertaken on Friday 15 March 2013.

Image by Steve Molloy

LOCOMOTIVE REBUILDS/ CONVERSIONS

Pacific National (standard gauge)

NR23 – to UGL, Spotswood, VIC for major overhaul and repowering – test run 10/3/13

QR National (QLD & WA narrow gauge)

ACN4142 – ex 4142 - departed Redbank by road for Western Australia – 23/1/13 - arrived Forrestfield - 30/1/13
ACN4143 – ex 4143 - departed Redbank by road for Western Australia – 21/2/13 - arrived Forrestfield - 7/3/13
ACN4173 – ex 4173 - departed Redbank by road for Western Australia – 23/1/13 - arrived Forrestfield - 30/1/13
ACN4175 – ex 4175 - departed Redbank by road for Western Australia – 21/2/13 - arrived Forrestfield - 7/3/13

LOCOMOTIVE REFURBISHMENTS/ OVERHAULS

Aurizon (QLD & WA narrow gauge)

2320D – ex 2320 – Component Change Out RACS Redbank, QLD – released 7/2/13 – Aurizon livery
2350D – ex 2350 – Component Change Out RACS Redbank, QLD – released 22/1/13 – Aurizon livery

CFCL Australia

FL220 – ex overhaul and paint touch up – Islington Works, SA – released 28/2/13

Genesee & Wyoming Australia

850 – overhaul Downer Rail, Port Lincoln
1604 – engine repairs – released 28/2/13
GM37 – ex repairs – released 4/3/13

Pacific National (standard gauge)

8132 – arrived Downer Rail, Kelso, NSW 4/3/13 - for overhaul and repaint
8133 – arrived Downer Rail, Kelso, NSW 4/3/13 - for overhaul and repaint

LOCOMOTIVE REPAINTS

Engenco

4908 – GreenTrains decals now fitted

Pacific National (standard gauge)

8138 – PN Intermodal - repaint at Downer Rail, Kelso, NSW – released mid January
8177 – PN Intermodal - repaint at Downer Rail, Kelso, NSW – released 4/1/13

V/Line Passenger

N455 – repainted at Downer Rail, Newport, VIC - released 19/2/13

LOCOMOTIVE SALES/TRANSFERS/ WITHDRAWALS/DISPOSALS

Aurizon (QLD & WA standard gauge)

2815 – returned to NSW – 26/1/13
CLF4 – transferred to NSW grain – based Goulburn

Engenco

C509 – leased to Qube – mid February
C510 – leased to Qube – mid January
ZB2120 – off lease to Watco, WA - January
ZB2125 – off lease to Watco, WA – January

Genesee & Wyoming Australia

907 – transferred from standard to narrow gauge – early March 2013
GM38 – transferred to Whyalla standard gauge shunter – early March 2013

Pacific National (standard gauge)

48120 – Lithgow shunter
BL28 – transferred Coal to Rural & Bulk - January
BL35 – transferred Coal to Rural & Bulk - January

Public Transport Victoria

Y102 – towed from storage Dynon – 18/2/13 – ownership transferred to Seymour Railway Heritage Centre, VIC
Y104 – towed from storage Dynon – 18/2/13 – ownership transferred to Seymour Railway Heritage Centre, VIC
Y108 – towed from storage Dynon – 18/2/13 – ownership transferred to 707 Operations Inc, VIC
Y125 – towed from storage Dynon – 18/2/13 – ownership transferred to DERMPAV, VIC
Y143 – towed from storage Dynon – 18/2/13 - ownership transferred to 707 Operations Inc, VIC

Qube

S303 – hired from Seymour Railway Heritage Centre – 11 March 2013

LOCOMOTIVES TO/FROM STORAGE

Aurizon (QLD & WA narrow gauge)

2271 – stored Redbank 24/1/13
A1202 – stored Forrestfield
AB1501 – stored Forrestfield
AB1502 – stored Avon Yard
AB1503 – stored Avon Yard

Genesee & Wyoming Australia

847 – ex storage – released 22/2/13

Engenco

C504 – ex storage Parkes - leased to Qube
C505 – ex storage Parkes 7/3/13 – leased to Qube

Pacific National (standard gauge)

4877 – stored Lithgow
48129 – stored Port Kembla
A73 – stored South Dynon, VIC
A85 – stored South Dynon, VIC

Other

26-01 – ex QRN 2606 – RRLGrindrod red & blue logo livery – then 2601 – red & white livery Dec 2012 - then sold to SNCC [Congo] red & white -decals applied and renumbered 2201-[x]
26-02 – ex QRN 2611 – RRLGrindrod red & blue logo livery – then 2602 – red & white livery Dec 2012 - then sold to SNCC [Congo] decals applied and renumbered 2202-[x]
SNCC 2203-[x]; 2204-3; 2205-6; 2206-[x] are ex QRN 2600, 2602, 2603 & 2608 [order unknown] – [x] is an unknown check digit.
Reclassified from C22-7MMi back to original U22C

SNCC 1701-6 is ex QRN 1772 and 1702-[x] to 1705-[x] will be ex QRN 1748, 1755, 1767 & 1768 [order unknown]

SAFLog, South Africa L25 repainted & renumber is ex QRN 1742

African Rail & Traction Services #2601 – pale blue only no cab side numbers - #2610 – pale blue & white livery – Both retain QRN number

Kiwi Rail, New Zealand have put DQ6324 [ex QR 1473] & DQ6347 [QR 1481] up for tender sale in February 2013
NZR 2027 [QR 1466] & 2079 [QR 1488] still stored 23/2/13 at NRE, Mt. Vernon, USA – retained under an asset lease agreement

Updated: 20 March 2013, by Tony Burgess

New South Wales



Working away from Tallong in the Southern Highlands, C502/8026/EL54 haul 3992 grain to Port Kembla on Saturday 5 January 2013.
Image by Steve Hall

METROPOLITAN REPORT

48130 ran as HD32 from the XPT depot at Meeks Rd to Hawkesbury River to assist XP2013 and XP2014 up the grade to Cowan with NT32 from Brisbane on 28 January. 4904/4917 were detached from the rear of CA02 from Clarence to NCIG (G513/G511/G514/C503) in Sydney late on 29 January prior to working 1217 empty concrete sleeper train to Braemar the next morning. Late on 30 January it was the turn of 4911/4702/4716/4701 to be detached from the rear of CB02 (CEY006/CEY002/CEY001) Charbon-Inner Harbour coal at Chullora.

X54/X53 worked 1253 from Yennora to Glenlee on 5 February. The unusual combination of RL304/864/872/48s28 arrived at Botany working 8114 from Dubbo that day with all four locos returning to Dubbo working 1813 that evening.

LQ3122/LZ3101/LZ3104 came to a stand at Hurstville whilst working 3958 grain from Bribbaree to Inner Harbour that afternoon with 1933 empty "stone" from Cooks River with 8172/8109 coupled to the rear of 3958 to assist it as far as Waterfall.

4819 found itself busy that day after it departed Chullora as D183 to Enfield to haul

sixteen Double Deck Suburban cars back to Chullora as T184 for later scrapping. This process was then repeated with another sixteen cars as D185/T186 before trailer car T4150 was later shunted from one of the sets to be hauled to Flemington Car Sidings as T187. Both T184 and T186 ran via the Chullora North Jct, with the cars then being propelled into Chullora itself. It appears T4150 might be saved as it once conveyed Her Majesty Queen Elizabeth II.

The impressive combination of 8049/48s28/ VL351/RL305 arrived at Minto working 8114 from Parkes on 15 February, with all four locos working the empty train as 1311 to Grong Grong that night. After all four locos arrived back at Minto with the return 2112 (after being stabled at Goulburn overnight) around 1130 on 18 February only RL305/VL351 hauled the empty train back to Goulburn as 1211 that evening. Late on 22 February, G513/B61/B65/44206 departed Chullora working M323 to Katoomba whilst early the next morning Katoomba bound M325 departed behind GM22/4910/4904/44204 and M351 to Valley Heights departed behind 4702/4701/4911/4716.

After problems developed with the LZ3101/LZ3104/LQ3122 led 3958 from Bribbaree the train was terminated at Glenlee on 25 February,

X54 was attached in the lead before 3958 headed for Inner Harbour the next day.

RL304/RL310/VL356/VL362 departed Botany working 1511 freight to Narrabri West on 1 March. Later that night B61/B65/4911/4917 departed Chullora working M841 to Sulphide Jct. This was followed early the next morning by 44206/4716/GM22/GM10 when they departed working M851 to the Thornleigh area. When the four locos arrived back at Chullora working the return M842 from Sulphide Jct on 4 March they attached GM10 before heading to Lithgow as D179.

ILLAWARRA REPORT

Some Southern Coal 82 class locos did stints with Rural & Bulk in February. 8208/8206/8154/8161 departed Inner Harbour leading 9327 to Temora Sub-Terminal on 9 February. Both of the 82 class locos returned to Inner Harbour working 3922 grain the next day. They then ran another trip to Cootamundra and return when they departed working 9323 that evening, arriving back working 3922 on 11 February. Five days later it was the turn of 8253/8202 to depart Inner Harbour working 9821 to Cootamundra, with 8154 and 8108 also being along for the ride.

After the train was loaded at Barellan the next day 3926 grain arrived at Inner Harbour behind 8202/8253/8171/48152 on 18 February.

For trials on Tahmoor coal services TT105/TT106/TT118 arrived at Pt Kembla as D419 from Pt Waratah on 17 February. TT106/TT118 worked TM71 and TM93 from Inner Harbour to Tahmoor in push/pull mode on 19 February whilst all three locos were used on the same trains the next day. Incidentally, TM71 and TM93 had extra power on 18 February when they both departed Inner Harbour for Tahmoor as 8212/8234/ train/8231. Also on this day Southern Coal loco 8202 departed Pt Kembla working 9833 empty ore to Goonumbla, arriving back with the return 8934 on 20 February.

After the rear loco had failed at Tahmoor the previous day and the two lead locos had been sent out to the rescue TM82 arrived at Inner Harbour behind 8181/ 8236/8257/8234 early on 1 March. It is very unusual to find an 81 class loco on an export coal service in NSW in this day and age, never mind leading it. 8178/L251 arrived at Inner Harbour working 8928 from Parkes on 5 March, with the train later returning to Parkes as 9825. The remarkable combination of DC2206/ CLF4/LZ3101/ LQ3122 arrived at Inner Harbour working 2958 from Goulburn early on 13 March.

SOUTHERN REPORT

1815 freight to Forbes arrived at Goulburn from Botany behind RL302/RL306 on 14 January

with the train then stabling until departing at 0630 hrs the next morning. As it has been noted in the Illawarra report above, members of the 82 class are increasingly being seen on non coal duties. 2136 cement service from Berrima to Clyde passed Bargo behind 8227/8050/8145 on 16 January.

Also on this day S317/GM27 arrived at Braemar hauling four PHTH coal wagon pairs as 4278/2276 via Moss Vale. The locos later hauled another four wagon pairs back to Broadmeadow as 2275/ 2478. After problems were experienced with 8249 working TM98 with 8231 at Tahmoor the previous night the loaded train was noted at Moss Vale at 0900hrs on 16 January on its way to Inner Harbour as 8238/8124/8249/train/8231.

G528/XR558 arrived at The Rock working 5MC6 from Melbourne late on 17 January. 48152/48132 ran as D337 from Cootamundra the next morning to load the train at nearby Kengol before returning to Cootamundra as D338. XR558/G528 departed with the loaded train as 7CM6 early on 19 January. 1815 freight from Botany to Forbes stabled at Goulburn from 0010-1130hrs on 19 January, the locos being 8049/603.

In a most unusual move on this day Aurizon ran a D647 light engine movement from Melbourne to the CRT hub at Ettamogah, the locos involved, for storage, being no less than CLF3/CLP12/42103/42105/CLP13/CLF1/ CLF2/CLP11/CLP10. Earlier that morning

G528/G520 arrived at The Rock working 7MC6 from Melbourne. On this occasion it was 48152/48214 that arrived as D337 from Cootamundra to load the train at Kengol with G520/G528 heading from The Rock to Melbourne as 2CM6 the following morning.

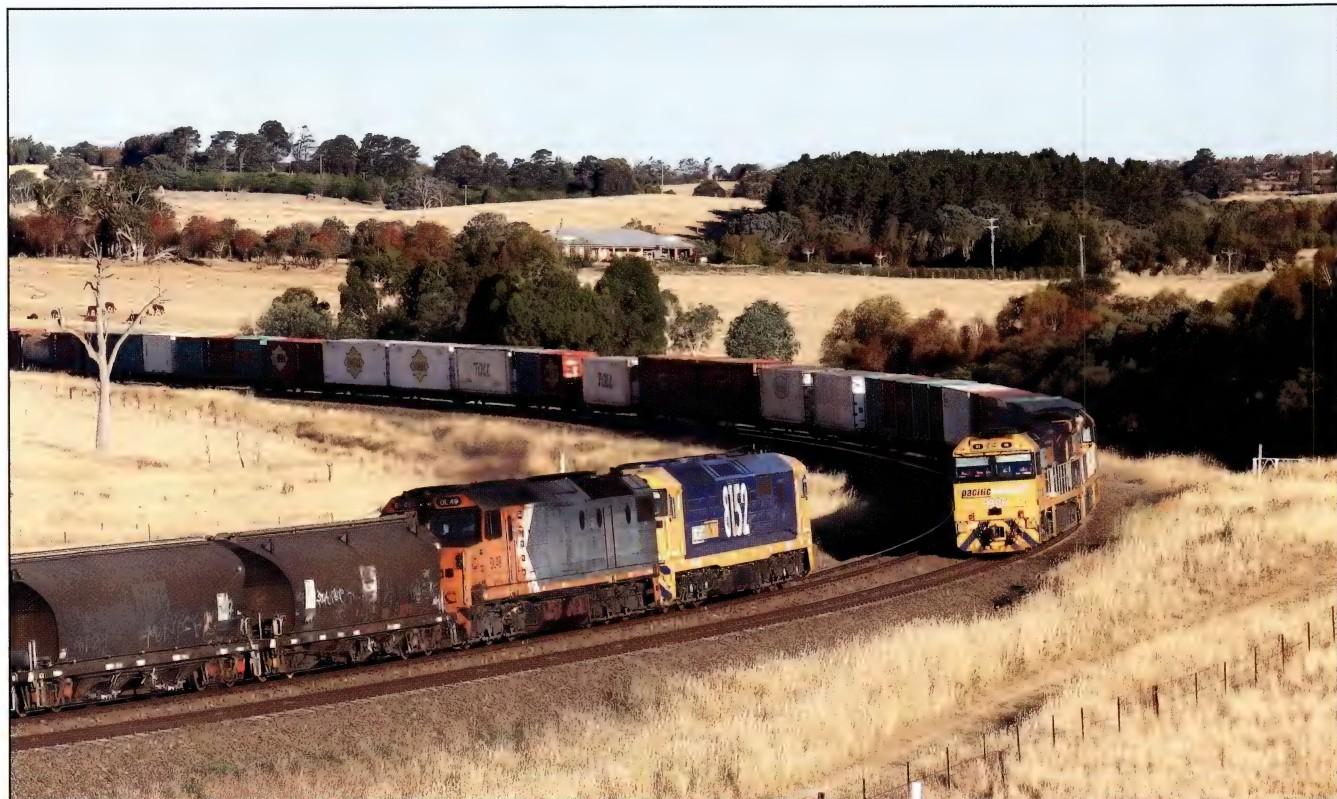
4816/S311/8049/8037 arrived at Goulburn working 1815 freight from Botany on 23 January. S311 was then detached before the train continued to Forbes whilst on the following day 4816 was replaced on the return 8116 by RL303 at Cootamundra West. T385/ 44204 loaded 1217/2118 for Chullora at Braemar on both 23 and 24 January. 1311 empty box grain from Minto arrived at Goulburn behind 1107/VL356/ RL305 on 28 January.

The next MC6 service from Melbourne to load at Kengol was a bit different when it arrived at Cootamundra early on 1 February behind G528/X47/XR558. After X47 was replaced by 48215/48203 all four locos returned south to The Rock working 3337. The train was loaded at Kengol by the two 48 class locos before they returned to Cootamundra with XR558/G528 working 7CM6 grain to Melbourne the next day. X47 next departed for Nowra with 8154/8134 at the head of 3932 grain on 2 February. The unusual combination of NR70/G530/ 8115 arrived at Bomen working 6MC2 service from Melbourne on 1 February.

G512/8049/GL107 arrived at Cootamundra West working 8116 freight



Snaking through the S curves near the site of Razorback siding in the Cullarin Ranges, between Goulburn and Gunning, 8049/8037/603 haul 1815 Qube freight to Forbes on Monday 21 January 2013. This train usually operates three times a week, conveying containerised grain to Port Botany for export.
Image by Peter Attenborough



Seen here near Oolong on the main south line, 9306/9305 work 5BM4 service downgrade as 8152/DL49 ascends the grade hauling 3928 grain on Friday 11 January 2013.
Image by Graham Cotterall

from Forbes on 3 February. The rear loco was then detached to run as D315 to Junee, for attention. Also on this day problems were experienced with NR97 working 1WM2 from Pt Kembla to Melbourne with NR90/NR9 at Harden. G531/G537 ran as DWM2 from Junee to Harden to assist the train as far south as Junee where NR97 was detached.

On 7 February, 3926 to Inner Harbour departed Goulburn behind 8177/8131/8163/48132. The following day found 8184/X36 departing Narrandera working 3938 flour service to Nowra. Later that evening 48211/48204 were attached at Junee before being detached at Cootamundra the next morning. The unusual combination of 8208/8206/8154/8161 arrived at Cootamundra working 9327 from Inner Harbour on 9 February. The two 82 class locos returned to Inner Harbour working 3922 later that evening before arriving back at Cootamundra working 9323 the following evening.

After VL351/1107/RL305 loaded 3112 box grain at Coolamon on 12 February, 4816 was attached at Junee as the locos were running around the train. The train arrived at Goulburn at midnight that night before heading for Minto at 1845hrs the following evening. The JHR ballast trains commenced from 13 February when 3M21 departed Temora for Ungarie, loading at Wyalong en-route behind T385/T363/T381. The ballast was unloaded in the Youngareen-Kikoira area on the Naradhan branch the next day as

3M21/22 which returned to Wyalong to reload that afternoon. Then on 15 February the train ran as 3M23/24 to Lake Cargelligo and return to Temora to again stable.

4911/4917 loaded 1217/2118 for Chullora at Braemar on 14 February whilst the next day C503/GM27 arrived at Braemar with seven PHTH coal wagon pairs as 4278/2276 from Broadmeadow via Moss Vale. Later that day the two locos hauled another seven PHTH pairs back to Broadmeadow as 2275/2478. On 16 February, VL351/RL305/48s28/8049 loaded 1311/3112 box grain at Grong Grong. The loaded 3112 was stabled at Goulburn from the following morning until 0600hrs on 18 February before departing for Minto. RL305/VL351 arrived back at Goulburn working the return 1211 that evening.

Another pair of Southern Coal's 82 class units got a run in grain service when 9821 from Inner Harbour arrived at Cootamundra behind 8253/8202/8154/8108 at 1730hrs on 16 February. 9821 later departed for Parkes behind 8154/48203/48205/48208. The two 82 class locos ran as D325 to Temora Sub-Terminal the next morning to work 3325 empty grain to Beckom and Barellan with the return 3326 arriving back at Cootamundra that night. 8202/8253/48152 departed Cootamundra on 18 February working 3926 grain with 8171 later being attached at Goulburn en-route to Inner Harbour.

VL352 was replaced by C508 to assist C502 working 9391 from Inner Harbour to Junee at Goulburn late on 16 February. C508/C502 departed Junee working 3351 to AWB Grong Grong the next morning to load 3992 for Inner Harbour. The same two locos loaded 3352 from Junee/3992 to Inner Harbour at Brabham's loading point two days later.

Some interesting combinations were noted working Tahmoor coal services in mid February. TM71/72 from and to Inner Harbour were worked as 8212/8234/train/8231 on 18 February. The following Tahmoor coal trials were being conducted when both TM71/72 and TM93/94 from and to Inner Harbour were worked as TT106/train/TT118. Then on 20 February the same four trains were worked as TT106/train/TT105/TT118.

After earlier loading at the nearby Sub-Terminal, 3922 for Inner Harbour departed Junee behind 8183/48205/48208 on 19 February, whilst later that evening 3932 grain for Nowra departed Cootamundra behind 8177/48204/48211. Another period of ballasting commenced from 19 February after T385/T363/T381 departed Temora working 3M21 to Griffith, loading at Mirrool en-route. The train ran as 3M22 to Matong to unload the next day with the return 3M23 crossing DL50/DL47 working 3CM3 from Griffith to Melbourne at Murrami. 21 February saw the

train run as 3M24/25 to Mirrool and return to reload. 3M22/23 unloaded in the Ganmain area the next day before running as 3M22 to Temora on 23 February. After the train was stowed the locos departed as D372 to Parkes, reversing at Stockinbingal en-route.

Due to problems at Inner Harbour on 19 February, 3992 from Brabham's loading point (C502/C508) was stabled in the AWB Stockinbingal siding, in front of the G533/ GL103 led 3998. Also on this day 8182 was detached from 2122 Crisp's Creek to Clyde (AN11/AN9) at Moss Vale whilst further south VL361 arrived in New South Wales when it trailed GL107 working 3MC1 from Melbourne to Junee.

LQ3122/DC2206/LZ3104/LZ3101 loaded 9359/3958 for Inner Harbour at Milvale on 20 February. Later that night VL361 ran light engine from Junee to Stockinbingal to attach to 3112 from AWB Wyalong to Minto (VL351/ RL305). 2122 from Crisp's Creek to Clyde featured another interesting combination on 21 February with 8156/G538/AN9 doing the honours.

On 22 February, 5MC2 from Melbourne arrived at Bomen behind DL50/DL47/ DL48/ G536.

1443/1432 departed Braemar hauling some repaired wagons to Cooks River on 27 February. At the nearby concrete sleeper plant 4911/4917 loaded 1217/2118 for Chullora on 28 February.

G543/8153 arrived at The Rock working 5MC6 from Melbourne on 1 March. Later that

morning 48165/48152 arrived at D337 from Cootamundra to load the train at Kengol. The now empty train was back two days later as 7MC6 with additional loco G528 also onboard. On this occasion 48208/48152 arrived as D337 to do the loading. G543 was detached to run light engine to Cootamundra on 4 March.

8128/DL38 departed Berrima working 2134 to Clyde on 5 March. Earlier that morning 3958 from Bribbaree arrived at Goulburn behind DC2206/LQ3122/ LZ3104 around 0700hrs. After staging for a number of hours and the lead loco being declared a failure the other two locos departed for Inner Harbour with a reduced sized train around 1600hrs. 3958 (again loaded at Bribbaree, the previous day) again failed to reach its destination of Inner Harbour after it departed Goulburn at 1600hrs on 10 March behind LZ3104/ LQ3122/DC2206. After limping into Moss Vale at 1800hrs the train was reversed before returning back to Goulburn. Later that night CLF4 arrived at Goulburn as D458 from Cardiff. 2958 for Inner Harbour finally departed Goulburn at 1850hrs on 12 March behind the most unusual combination of DC2206/CLF4/ LZ3101/LQ3122.

48152/48158 attached eleven stored empty container wagons at Old Junee before heading for Cootamundra as 3328 on 8 March, attaching a further eight similar wagons at Junee en-route. The train headed for Enfield as 3128 behind 8128 two days later.

The unusual marshalling of long end leading 869/8044/C510 (dead) came to grief near Tahmoor at the head of 1815 freight from Botany on 11 March when 8044 failed. The following 1211 freight from Minto with GL101/ RL309 coupled to the rear and pushed 1815 as far as Goulburn. VL361 replaced 8044 on 1815 before it continued to Forbes whilst 1211 terminated.

WESTERN REPORT

After completing business at the Fletcher's facility east of town 4853 from Carrington continued to Dubbo on 15 January behind 4703 and after reversing the train headed back to Carrington as 8454. XRN 004/XRN018/XRN002/XRN029 arrived at Baal Bone balloon loop working BB31 empty coal from Newcastle early that morning. The wagons were then detached for storage whilst the locos returned to Newcastle. Also on 16 January, 8122 for Botany departed Blayney behind AN8/AN7/8119, 4835 empty ore from Morandoo arrived at Narromine behind BL31/48164/48161/ BL27.

On 19 January, RL305/8037/GL106/ GL109/GL107 arrived at Dubbo leading 1863 freight from Sydney. 8037 later ran as D813 to Parkes. Also on this day after QUBE had ceased Broken Hill shunting duties 48s28/869 ran as D882 to Parkes. On 21 January during the evening RL304/RL306/S311/872 worked 8112 from Dubbo to Botany. Earlier that day



Deep in the forests at the top of the Illawarra Escarpment near Mount Murray, C502/VL352 haul 3992 grain to Port Kembla on Sunday 10 February 2013.
Image by Steve Hall

STATE NEWS

VL355/RL310/GL106/GL109 arrived at Blayney working 1863 freight from Sydney. After stabling overnight on the Cowra branch 1863 continued to the Fletcher's facility east of Dubbo at 0850hrs the next morning. VL355 was replaced by GL107 for the return 8164 freight to Botany that afternoon at Dubbo.

For a short John Holland Rail (JHR) ballast program B65/ 4910/4911/GM27/S317 arrived at Lithgow working 8M23 from Chullora on 21 January. All five locos were replaced by 4716/4702/4701 before the train continued to Talbragar. After loading the following morning the train ran as 8M24 ran to Wongarbor where it reversed before unloading on the run back as 8M23. The train was reloaded on 23 January before heading to Gilgandra as 8M23 to stable overnight. Unloading was undertaken on the way to Gular the next morning with the train then being reversed before heading back to Talbragar as 8M24 that afternoon and on to Chullora as 8M26 on 25 January. Also on 21 January, G514/G511/G513/C503 loaded CA05 from Newstan/CA06 to NCIG at Clarence. Earlier that morning 8158/48148/4854/X36 arrived at Narromine working 5823 empty grain from Werris Creek to Nyngan. X36 was then detached and attached to 8832 Coonamble-Manildra grain with X46/48158/ 48164/48161 the next day.

After 8049/8037/603 arrived at Forbes working 1815 freight from Cooks River on 22 January the locos were split up with the two 80 class later working the return 8116 whilst 603 headed to Parkes light engine. BRM001 ran its first kilometres in anger when it arrived at Clarence balloon loop leading G511/ G513/ C503 working CA05 empty coal from Newstan late on 23 January to load CA06 for NCIG.

On 24 January, 4816/8049/8037 arrived at Forbes working 1815 freight from Cooks River before returning to Botany on the return 8116



Cresting the grade east of Yanco, T381/T363/T385 haul 3M32 Ballast to Matong to discharge its load on Thursday 7 February 2013.
Image by Laurie Anderson

later that day. That morning 1837 freight from Enfield arrived at Manildra behind 8128/8148/ C509. The rear loco was then detached before departing for Parkes with 48161/X46/48138 leading 8831 empty grain that night. Also on this day, 8112 was attached to 4YN2 (NR19/ NR111) at Goobang Jct for the run to Morandoo whilst 8844 for Bathurst departed Parkes behind 48163/48162/ 48153.

28 January was an interesting day in the west of the state as 48161/48138/L251 loaded 8832 grain for Parkes at Nyngan, 1103/VL351 loaded 8446 ore for Carrington at the Elura mine at Cobar, 8934 ore for Pt Kembla departed Blayney behind 8126/8139/ DL45 whilst the following locos were noted at Narromine around 1000: RL309/RL302, RL304/RL306, 48s28/869. In addition, GL107/EL61 passed through heading for Auscott's working 1867

freight from Sydney and 872 later passed through as D812 from Dubbo to Parkes. On 31 January, 48s28/872 departed Dubbo working 8815 freight to Coonamble whilst that afternoon 48s34 departed Parkes as D854 to Dubbo and after attaching to 4703 they departed for Carrington working 8454 freight at 0840hrs the next morning.

As DL39 failed at Parkes whilst working Sydney bound 3AS8 Indian Pacific with NR5 early on 6 February, NR73 was attached, as third unit. All three locos passed through Parkes leading the return 4SA8 to Adelaide that night. Also on this day RL304/864/872/48s28 passed Bullaburra at 0825hrs working 8114 freight from Dubbo to Botany. After 8049/ 602/G512 arrived at Forbes working 1815 freight from Cooks River late on 8 February the locos later ran light engine to Parkes.

On 9 February, 8164 freight for Botany departed the Fletcher's facility behind EL58/ EL61/EL53.

872/864 loaded 8815/8816 from and to Dubbo at Coonamble on 11 February. Also on this day 48163/X51/48138 loaded 8832 grain for Manildra at Nevertire, EL58/ EL51 loaded 8168 freight for Botany at Auscott's on the Warren branch, 8934 ore for Pt Kembla departed Blayney behind 8139/ DL45/AN7/8005, the later 8122 freight departed Blayney for Botany behind 8104/ AN4. G512/602 loaded 1815/8116 from and to Botany at Forbes on 12 February.

DL39 again played up whilst working Sydney bound 3AS8 Indian Pacific, this time with NR25 on 13 February at Orange East Fork. On this occasion the loco received attention by a Downer Rail "road side" service unit from 0800-0900hrs at Kelso.

An unusual cross occurred at Molong on 14 February when 1815 empty box grain from



Sweeping around a curve between Galong and Cunningham late in the afternoon, C510/RL304 haul 1815 freight to Mountain Industries siding at Forbes on Monday 18 February 2013.
Image by Andrew Rosenbauer

Minto to Parkes Sub-Terminal with VL351/RL305 was run up the old Dubbo line from 1215-1415hrs to allow NR5/NR104/NR55 to pass through en-route from Pt Augusta to Morandoo working 4YN2 service. After 1815 freight was loaded it proceeded into Parkes to attach 8049/48s28 before departing at 2205hrs that night as 8114 freight to Botany via Cootamundra. On 15 February on the Pacific National front that night the unusual combination on a Manildra grain service 48165/L251/BL27 departed Parkes working 8832 to Manildra. All three locos loaded 8833/34 grain, again for Manildra, at Narromine the next day. Also on 16 February, X51 was detached from 8827 Parkes-Coonamble empty shuttle grain at Talbragar (48206/48163/48216), 1101/1103 arrived at Narromine light engine from Dubbo, 872/864 loaded 8815/16 from and to Dubbo at Coonamble. From around midday on this day VL360/EL63 stabled 1881 freight from Botany at Mungeribar until departing for the Warren branch as 8881 five days later, with the locos being replaced by 48s35 at Nevertire en-route.

On 17 February, 48164/L270/48138 loaded 8831/32 for Manildra at Nevertire, C510 commenced service with QUBE when it departed Parkes as D816 to Forbes to work Botany bound 8116 freight with RL304. 8202

arrived at Goonumbla working 9833 from Pt Kembla on 19 February with the loco later working the return 8932. 48161/48165/L251 loaded 8835/8836 for Manildra at Red Bend on 25 February.

On 26 February, 8140 ran as D825 from Gulgong to Birriwa to attach a stabled 8426 ore train before hauling it to Manildra. There were three domestic grain services loading for Manildra on this day with 48160/L270 loading 8832 at Nyngan, 48161/L251 loading 8834 at Nevertire whilst at Gilgandra 48138/48164/48158 loaded 8836.

On 27 February, 9837 from Nowra arrived at Manildra behind 8150/8111/G526/X47. Also on 27 February, 8934 ore from Blayney to Pt Kembla passed Bullaburra at 1805hrs behind 8165/G519/8168/AN6/DL45. Earlier that morning GL106/869/RL306/RL303 arrived at Narromine at the head of 1811 freight from Clyde whilst 442s6 ran from Parkes to Dubbo that day to attach to 4703 before working 8454 freight to Carrington on 1 March.

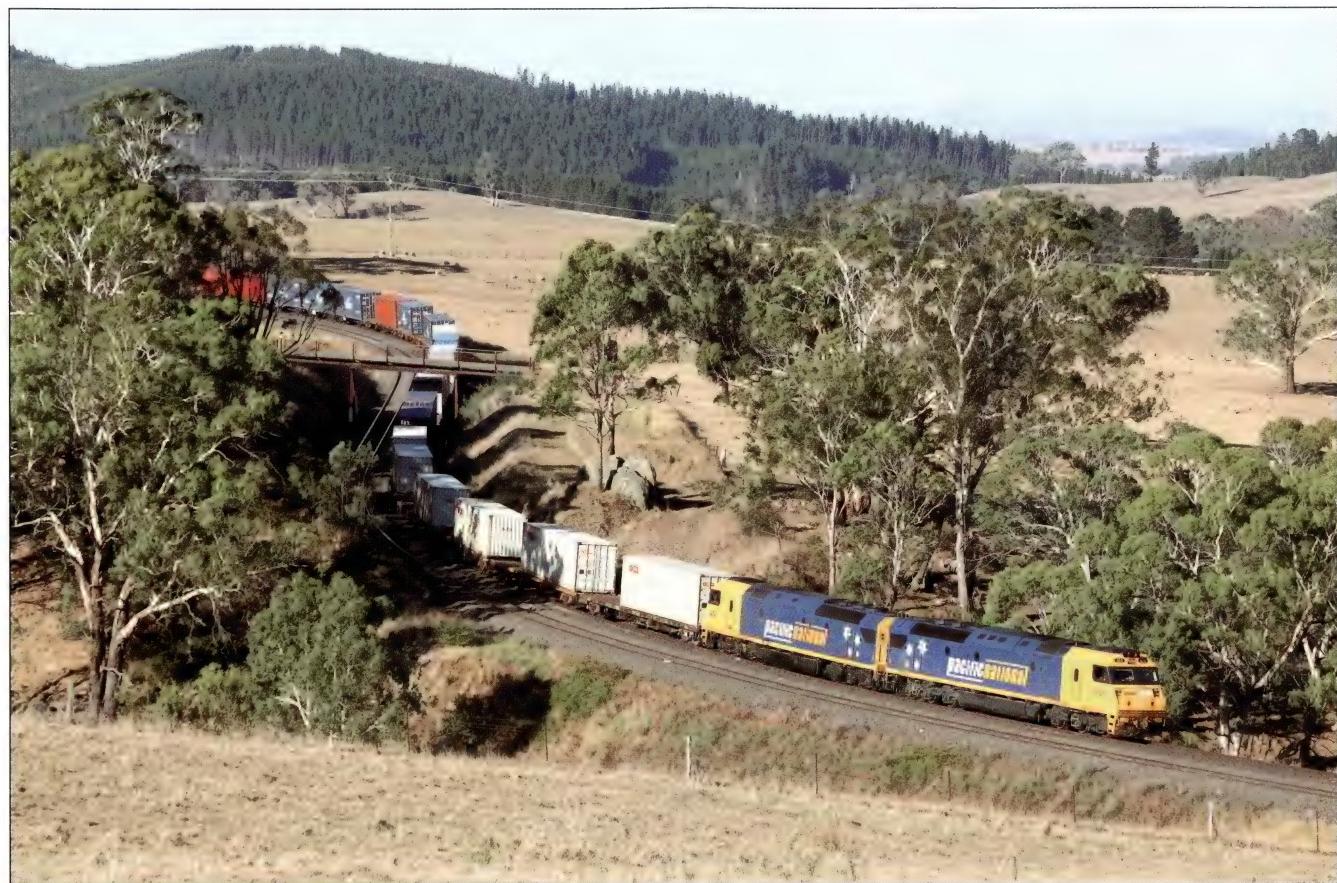
C510/8044/4814 arrived at Forbes working 1815 freight from Botany early on 28 February with 4814 later running as D831 to Junee for attention. On 1 March, AN6/DL45/AN7/8172 passed Bullaburra at the head of 9835 empty ore from Pt Kembla to Blayney. 864/48s28 loaded 8815/16 for

Dubbo at Coonamble that morning but, in an unusual move, they were assisted south from Gilgandra by 1445/1432 which had arrived at Dubbo working 8868 freight from Auscott's near Nevertire. Again, early that day VL354/RL305/1434 arrived at Narromine at the head of 4847 empty ore from Carrington, with the middle unit being replaced by 1103 for the run to Cobar. The return 8446 ore for Carrington departed at 1600hrs on 4 March. It is thought that these were the first instances of ex IRA MZ class locos visiting either Gilgandra or Cobar. Late on 1 March the two local PN L class locos crossed at Manildra. After L251/48161/8136 arrived working 8836 grain from Parkes L270/8159 departed working 8833 empty grain back to Parkes.

In possibly the first instance of an L class loco being at this location 8835/36 for Manildra loaded grain at Gilgandra with 48108/L270/48158 on 4 March.

After 4853 freight arrived at Dubbo from Morandoo on 6 March behind 4703/RL307 the rear loco later ran as D853 to Parkes. The following day C505, returning to service made the return run as D854 and after attaching to 4703 the pair departed for Carrington working 8454 freight on 8 March.

NR54 worked 8844/43 from Parkes to Bathurst and return on 11 March. That



• West of Newbridge, AN6/AN4 haul 8122 freight from Blayney to Port Botany on Monday 14 January 2013.
• Image by Michael Welton



- Due to late-running caused by an ill passenger on the Nullabor, NR27/DL40 haul 3AS8 Indian Pacific away from Parkes running nearly eight hours late on
- Wednesday 23 January 2013.
- Image by Bernie Baker

afternoon disruptions were caused when a tree came down on the line between No. 7 and 8 tunnels near Zig Zag, damaging the overhead wiring and signal gear. B61 was later used to run from Lithgow to haul a stranded double deck interurban unit back to Lithgow. Later that evening 8112 freight for Botany departed Narromine behind 1105/8037/44202, with the lead loco being replaced by RL301 at Goobang Jct.

NORTH-WESTERN REPORT

Early on 14 January, RL310/VL351/VL356 departed Narrabri West working 5114 box grain to Minto, while later that day another DL class went into Northern Rural & Bulk when 8128/DL42 arrived at Werris Creek working 2531 empty grain from Berrima. X45/X48/8137 departed Werris Creek leading 5136 grain to Enfield on 16 January. Also on 21 January, 8158/X36/4854/48140 departed Werris Creek working 5823 to Nyngan. To position the third loco for later Walgett line workings, 1565 freight from Cooks River arrived at Narrabri West behind EL53/EL57/852/EL61 on 23 January. Two mornings later 4513 from Kooragang arrived behind VL358/VL355/4814 with the lead two locos being replaced by 852 before the train continued to Walgett to load the return 5414. Also on this day 8182/4898/8156/8132 arrived at Werris Creek with 9537 empty flour service from Nowra. Further north on this day 8170/GPU1/4503 loaded 4525/5426 grain for Carrington at Moree.

852/4814 loaded 4513/5414 at Walgett on 28 January but on this occasion VL355/VL358 were attached to the loaded train at Narrabri West, with all four locos then departing for Kooragang late that night. A program of concrete sleeper unloading commenced after 6524 from Grafton (BL30/DL42) arrived at Werris Creek early on 29 January. Ardglen bank engines 8220/8215/8210 were used to assist the train from Murrurundi to Chilcotts Creek. The sleepers were unloaded later that day and again the next day between Emerald Hill and Turrawan as 5M41/42 and 5M43/44, the locos being 8158 and BL30, in push/pull mode. The two locos departed Werris Creek with the now empty train back to Grafton as 5621 at 1945hrs on 30 January.

A three way coal cross occurred at Curlewis around 1245hrs on 30 January. 8226/8254/8255 waited in the loop working WH927 empty coal from NCIG to Gunnedah balloon loop for TT119/TT115/TT126 to arrive on the mainline working BO348 coal from Boggabri balloon loop to the port. At this time TT121/TT102/TT125 arrived at the down home signal working BO527 empty coal from the port to Boggabri. After WH927 departed BO527 was then able to take the loop for BO348 to head south.

After earlier being assisted by 8240/8215/8220 from Murrurundi to Willow Tree, 6524 from Grafton arrived at Werris Creek behind 8158/BL30 late on 4 February.

8170 and BL30, again in push/pull mode, unloaded the sleepers between Boggabri and Turrawan over the next two days as 5M41/42 and 5M43/44. These two locos departed Werris Creek with the empty train to Grafton as 5621 on 6 February. Later that evening the interesting combination of BL30/4503/48140/4854 departed Werris Creek working 5430 grain to Carrington.

On 7 February, 1535 grain empties from Enfield arrived at Werris Creek behind X52/G540 and 5426 grain from Moree arrived at Werris Creek at 0800hrs behind 8176/DL42. Two days later 4513 freight from Kooragang arrived at Narrabri West behind 1102/1108/852/4814. After the two leading locos were detached the train continued to Walgett to load. Later that night the two "little" locos were replaced by VL362/VL355/1108/1102 before 5414 freight departed for Kooragang.

There were two grain trains west of Burren Jct on 10 February with 48101/48202 loading 5527/28 for Werris Creek Sub/Terminal at Walgett and 48140/4854 loading 4525/5422 to Carrington at Cryon. After one loco at Walgett failed 48140 ran light engine from Cryon to assist 5528 leaving poor old 4854 to haul around thirty wagons as 5422 to Wee Waa solo. After this train was then stabled 8103 ran out from Narrabri West the next morning light engine to assist. It is unusual to see four classes of locos involved with a Northern Coal service but on 11 February, NB920 from Boggabri to NCIG climbed Ardglen Bank as

TT114/WH002/WH003/train 8205/8220/8132, the rear loco having been "borrowed" from Rural & Bulk. Also on this day 8169/DL49 loaded 5529 from Narrabri West/5426 for Carrington at Moree and VL355/1102/VL362 loaded 4513/5414 for Kooragang at Bellata. 8169/DL49 loaded 4527/5420 at Curlewis and Emerald Hill two days later whilst also on this day only 1102/VL362 were required to load 4513/5414 at Bellata.

On 12 February, 8241/48156/4854 departed Werris Creek working 5424 grain to Carrington with all three locos arriving back the following evening at the head of 4525. Two days later found 8103/ DL42 working 5424 from Werris Creek to Carrington whilst later that night 8241/8149 were noted in the Werris Creek Sub Terminal complex. 16 February again found two trains west of Burren Jct. On this occasion 48162/48213 loaded 4525/5528 for Werris Creek Sub Terminal whilst 48140/48202 loaded 5523/5422 for Carrington at Cryon. Earlier that morning, DL49/48103/48209 unloaded 5424 grain from Walgett at the Werris Creek Sub Terminal.

SSR's 44204/B65 were unusual visitors to the area when they unloaded rails for the new Watermark crossing loop between Breeza and Curlewis as 5M41 from Carrington on 21 February, later departing empty to Chullora as 1M44. 8158/4503/48104 loaded 5521 from Narrabri West/5424 for Carrington at Gurley on

27 February. Also on this day EL61/EL53/EL58 loaded 5166 freight for Botany at Narrabri.

On 10 March an empty grain service was stabled in the Werris Creek Sub/ Terminal facility with BL30/DL49/48153/48159 coupled to the country end.

NEWCASTLE & NORTH COAST REPORT

5026/5027 departed Kooragang as D451 to the Ulan line to assist the failed WG932 (5024/5005) from Wilpingjong, with the train arriving at NCIG the next day. Also on 26 January and in another unusual combination 8113/DL42/BL30 worked 4621 from Morandoo to Grafton.

The rear two locos remained in Grafton to work 6524 to Werris Creek two days later.

On 27 January, 2815 was detached for noise level tests from the Acacia Ridge bound 7MB7 (LDP003/LDP006/LDP009). Two work trains headed for the Ulan line on 28 January. SSR's contribution was the 44204/44206/ B61/ B65 led M121/5M73 from Chullora to Yarrawa and this was followed by Freightliner's 5M25 from Carrington to Denman which was hauled by GL111/ GL102.

CA05 departed Newstan for Clarence behind G513/BRM001/C503/G511 on 3 February. Two days later 9308/NR49 ran from UGL to Pt Waratah and return as D421/422

to turn the lead loco around the balloon loop. 9307/ NR49/9308 then ran a light engine trial to Maitland and return as D423/424. Also on 5 February long end leading TT114 arrived at Pt Waratah with twenty-two coal wagons whilst 4501/4833 were noted shunting Oscar set H34 in UGL with these two locos later departing for Eveleigh as 5D54 around 1600hrs, via Hamilton to turn.

GL111 worked 6M21/4M24 from Carrington to Martins Creek to load on 6 February. The train ran as 5M21 to Singleton the next day where it reversed to unload in the Lochinvar-Farley area on the way to Martins Creek. Then on 8 February the train ran as 6M21/4M24 to Telarah and return, unloading on the up journey, before running as 6M23/4M22 to Martins Creek and return to reload.

There were some interesting grain train combinations at this time as 4527 departed Carrington for Pt Waratah behind 8169/DL49 on 6 February whilst in the opposite direction BL30/4503/48140/4854 arrived at Carrington working 5430 grain from Werris Creek. The following afternoon found BL30/4854/ 48140/4503/4894 departing Carrington working 4523 to Werris Creek with the later 4525 departing behind 8175/48101/ 48202. Then on 8 February, 5420 from Werris Creek arrived at Carrington behind 8149/4894, 5426 behind 8176/DL42



Due to a locomotive failure, SSR locomotives S317/GM27 were hired for a short period to assist Port Botany to Sandgate services 1491/4190. On Thursday 7 March 2013, the fully laden train climbs the grade from Waratah up to Maud Street behind those two locomotives, assisted by former Silverton Transport locomotives 48s34/442s6.

Image by Peter Attenborough

STATE NEWS

and 5428 behind 8169/DL49. It was interesting to see two DL class locos on grain that day but this was topped by 4124 freight to Clyde from Morandoo that afternoon when it departed behind DL44/DL45/BL33. The return 1423 arrived back at Morandoo early the next morning behind BL33/8116.

Although 4190 freight departed Sandgate for Botany behind the usual RL307/442s6 on 11 February the return 1491 freight arrived back the next afternoon behind the gratefully received combination of C509/RL307.

On 12 February, 4124 for Clyde departed Morandoo behind DL46/X50/ 8039 and C503/GM27 departed Broadmeadow hauling 14/PHTH coal wagons to Braemar as 4278.

Two unusual locos ran over the Ulan line in late February with 4835 empty ore departing Morandoo for Cobar behind BL31/48108/48144/DL46 on the 26th of the month. Two days later QUBE's 4847 Cobar service departed Carrington behind MZ1434/RL305/VL354. The return 8446 arrived back five days later behind VL354/1103/MZ1434. On 4 March, 4112 freight for Botany departed Carrington behind 1104/1107/8049. This train was followed out of Carrington by the transfer of another new Waratah set to Cardiff as 4428 with BL27 and NR10 doing the honours in push/pull mode. It is most unusual to see an NR class loco on this sort of duty, looks like a portend to come. 48130 and 8140 ran another 4428 transfer the next day. Also on 4 March later that evening 442s6/48s34/C509 departed Sandgate working 4190 freight to Botany with all three arriving back with 1491 freight the next day.

NR10 ran as D420 from Morandoo to UGL on 5 March and attached to new loco 9311 before running around the Pt Waratah loop as D421/422, for turning purposes. 9310 (another new loco for trial)/NR10/9311 then



Following the reopening of the North-West line after a coal train derailment near Boggabri, movement of grain to the port in Newcastle commenced in earnest, with all manner of locomotives being called upon to assist. Such was the case on Sunday 6 January 2013 when 8144/4503/X36 were assigned to 5422 grain from Werris Creek to Carrington. The train is shown passing the site of Whittingham.
Image by Peter Attenborough

ran as D423/24 to Farley and return, with NR10 later heading back to Morandoo as D425. Also on that morning 1107/8049 departed Carrington working 4112 freight for Botany, with VL356/1104 later being attached at Broadmeadow en-route. 4112 freight was hauled by 44209/1107/1104 the following day. With the rear loco heading for attention at Parkes 4853 freight to Dubbo departed Carrington behind 4703/RL307 on 5 March. Replacement loco for the Sandgate-Botany services, C505, arrived back at Carrington with 4703 on the return 8454 freight late on 8 March. The quin combination of 8208/8238/8223/8210/8237 arrived at the Wambo loader at the head of JW61 from Pt Kembla on 4 March.

NR10 had another unusual duty around this time when it departed Carrington working

6M23 ballast to Nammoona late on 5 March, with the return 6M24 arriving back late on 8 March. After C509 failed at Sandgate S317/GM27 were hired from SSR to assist 442s6 and 48s34 to work 4190 freight to Botany on 6 March, with all three locos arriving back at Sandgate working 1491 freight the next day, with this cycle being repeated on 7-8 March. It is not often that SSR liveried locos are now seen working container services.

A coal wagon trial train departed Carrington as 4451 on 6 March as X54/four empty container flats/a QHCH coal wagon pair/four empty container flats/42302, running as far as Singleton to stable overnight. The train continued to Yarrawa the next morning before reversing and heading for Mangoola as 4452. The train again reversed and headed for Denman as 4453 before returning to Carrington as T452 that evening. After 5BS6 arrived at Broadmeadow behind NR10/NR9 on 8 March new locos 9308/9307/9309 were attached for the run to Chullora.

On 11 March, 4190 freight departed Broadmeadow for Botany behind 442s6/48s34/C505/48s31. For work during a shutdown 5M73 from Chullora arrived at Telarah behind GL112/VL360/GL111/GL102 that afternoon. The rear two locos later took the train to Muswellbrook before working in the Grasstree area the next day. In connection with this working a loaded ballast was noted at Telarah on 12 March with XRN023 on one end and XRN022 on the other.

With thanks to Don Allitt, Laurie Anderson, Bernie Baker, Wayne Coleman, Rick Coles, Peter Cousins, Ken Davis, Darrell Gainey, Peter Gambling, Mark Hardacre, John Hourigan and Ivar Sorrasson.



Arriving at Gilgandra, 864/872 haul 8813 freight conveying empty containers to be filled with grain on Thursday 17 January 2013.
Image by Evan Deacon



Working northward between Aberdeen and Scone in the upper Hunter Valley, BL30/4854/48140/4503/4894 haul 4523 empty grain consisting of all former VR VHGF wagons to Werris Creek on Thursday 7 February 2013.

Image by Peter Cousins



The last light illuminates VL351/MZ1437/VL359 as they haul 5168 freight southwards through Breeza enroute to Port Botany on Saturday 5 January 2013.

Image by Paul Vanderstelt

Victoria



About to pass under the Western Highway west of the former station of Armstrong, S312/C501 haul 7762 grain empties to Dimboola on Sunday 20 January 2013.
Image by Frank Hinde

SOUTH WEST REPORT

El Zorro continues to operate between Melbourne and Warrnambool conveying containers loaded at the WestVic terminal on the outskirts of Warrnambool. On 3 January, T320/B76 worked 9262 goods from Warrnambool whilst on 10 January a late running 9261 goods was hauled by T378/T320. After a quick turnaround, 9262 goods departed with T320/T378/B76. Later in the month on 30 January, B74/B76 departed Warrnambool hauling 9262 goods. On 12 February, 9261 goods was noted hauled by T378/T357 whilst B76/T357 worked 9262 goods on 27 February and T378/T357 again worked 9261 goods on 4 March.

METROPOLITAN REPORT

Due to a track buckle between Mooroolbark and Croydon, a six-car Hitachi suburban derailed on 4 January, and B80 was summonsed to assist the rerailing operations moving 284M-1975T-283M to the yard at

Ringwood the following day whilst the other 3 car set was moved to Ringwood on 6 January.

On 22 January, BL34/A77 worked 9553 steel service to Long Island but only BL34 returned on 9556 service later that day. The following day, A77 was noted hauling 18 empty coil wagons through Frankston at 1100hrs. The final seven wagons left at the Creek Siding (formerly the TNT Siding) were cleared by G534 on 31 January. Wagon repair operations formerly done at the Creek Siding have moved to a new facility at McIntyre Loop as the Creek Sidings area is required for the Regional Rail Link project.

With the storage of two A class, they have disappeared from 9461/9462 Maryvale services as witnessed by the following sightings. X41/X42 worked 9462 goods on 4 February, X44/P20/P22 worked 9462 goods on 11 February, X41/X44 worked 9462 goods on 22 February and X37/X43 worked 9462 goods on 4 March.

On 26 February, T376/T373 hauled a defective Comeng suburban train to Westall

from Upfield after an overhead disarrangement whilst the following day, G529/XR551 ran 9543 grain to Westall to run around before returning to Kensington to discharge.

FAR WESTERN REPORT

During the reporting period, El Zorro has been quite busy clearing grain from the large grain facility at Dimboola. On 10 January, S312/S302/GM36 were noted through Stawell hauling 7764 empties returning the following day to Portland. Before departing Portland on 12 January, S302 was replaced by C501 for the run to Dimboola and return. On 19 January, S312/C501 departed Portland working 7764 empties returning the following day after loading at Dimboola. After discharging on 21 January, 7764 empties departed with L277/C501 for Dimboola. This pair did a further three return trips between Portland and Dimboola before taking a short break. They were next noted working 7763 grain from Dimboola on 2 February however C501 failed enroute and

the consist limped into Portland. The following day, solo L277 worked 7762 empties back to Dimboola where the train was stabled till 12 February when S312 arrived L.E. and the pair departed late afternoon with 7763 grain to Portland. This pair then did another three return trips before attaching T386 and departing Portland on 19 February. The trio returned the following afternoon to Portland and T386 was detached. L277/S312 then departed Portland on 21 February to Dimboola and after loading the following morning, 7763 grain departed Dimboola for North Geelong. After discharging its load the following morning, S312/L277 returned to Dimboola that evening. The following day it again loaded before departing for North Geelong. Whilst shunting operations were being conducted the following morning, S312 was derailed in North Shore yard. After rerailing, 7762 empties departed for Dimboola on 26 February attaching 442s2 at Gheringhap and detaching S312 at Murtoa. The following day, L277/442s2 departed Dimboola for Marmalake to load, however prior to departure for Portland, the locos were reversed. On 1 March, L277 departed Portland solo with 7764 empties. The following day after EL60 had run L.E. from Melbourne to Dimboola, L277/EL60 worked 7763 grain to North Geelong.

The mineral sands service between Hopetoun and Hamilton continues to operate with GM36/S302 noted working 7769 goods on 18 January whilst on 27 January, GM36/S312 worked 7769 service. By 3 February, GM36/S302 were back working the service and continued to do so till 26 February when a fault developed on GM36 necessitating S312 being attached at Murtoa to assist the train back to Hamilton. On 1 March, 442s2/S302 were noted ascending Stawell Bank late in the afternoon.

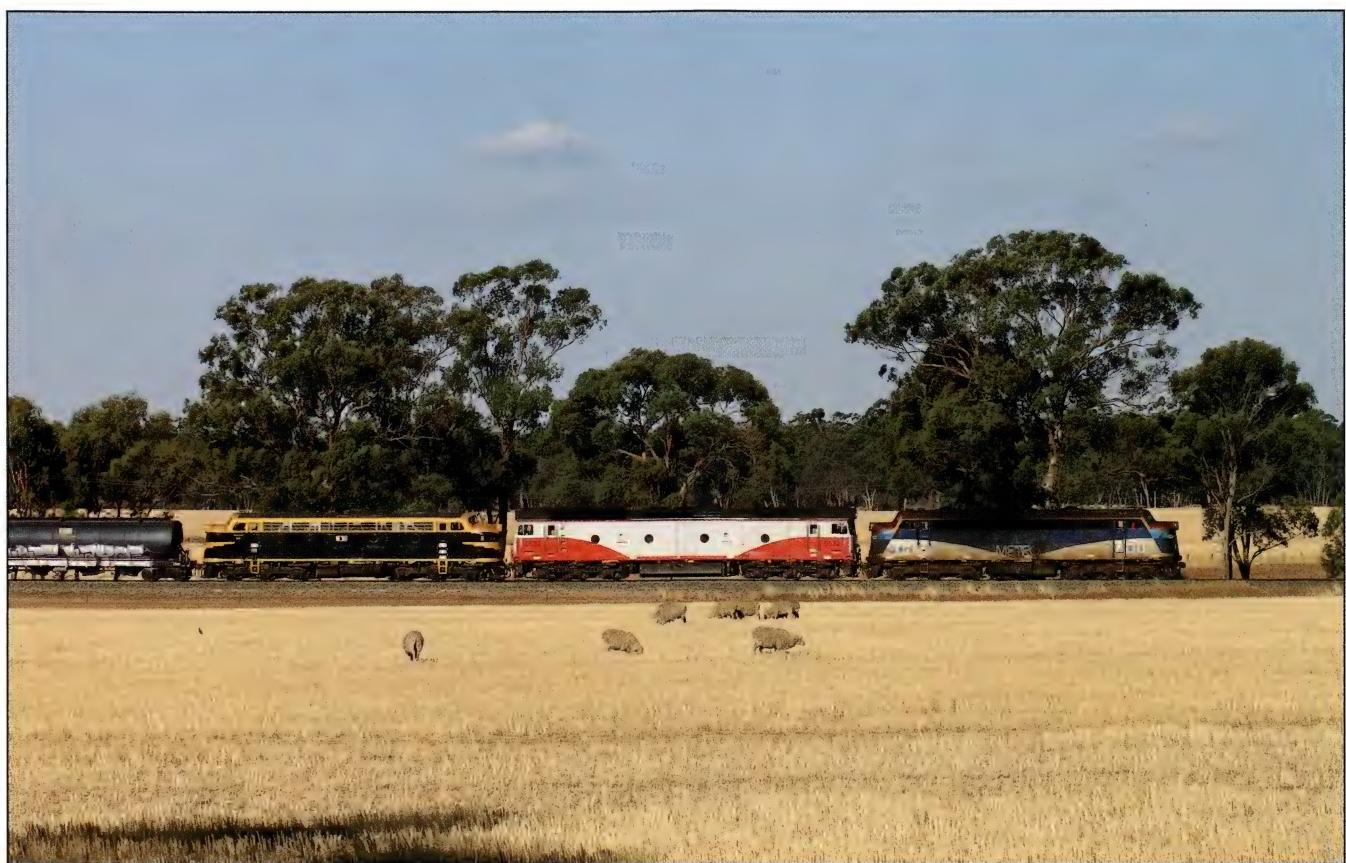
NORTH EAST REPORT

Due to trackworks affecting its normal routing, T357/Y145 in push/pull configuration were noted hauling 9362 goods from Tocumwal through Essendon on 13 January. Three days later, 9361 goods departed with Y145/T357/T320 and on 19 January, 9362 goods passed through Broadford hauled by T357/Y145. The unusual combination of Y145/G532/T357 worked 9361 goods to Seymour where G532 was detached for repairs. On 13 February, T364/Y145 were noted near Craigieburn working 9361 goods just on sunset whilst at Heathcote Junction on 26 February, T320/Y145 hauled 9362 goods southwards and on 4 March, Y145 departed with 9361 goods solo to Tocumwal.

El Zorro continued to operate ballast trains for the ARTC from the loading point at Seymour generally south with 45s1/T333/T387 noted in push/pull configuration discharging around Kilmore East on 19 January. After completion of the discharge, 45s1 ran L.E. to Melbourne and the T class took the train back to Seymour. 442s2 later ran L.E. from Melbourne to Seymour to replace 45s1. 6M42 ballast on 3 February was noted hauled by 442s2/T333/T387 in push/pull configuration however by 14 February, 442s2 had been replaced by EL54 which in turn was replaced by 8026 when the train was noted on 3 March.

Grain from Oaklands continues to be brought to North Geelong with 5CM7 service noted hauled by EL54/G535/EL60 on 17 January whilst a week later, 5CM7 grain was hauled by EL60/EL54. On 4 February, 2CM7 grain was noted at Dysart hauled by EL54/45s1/8026 whilst three days later EL54/EL60 experienced difficulties requiring 8026 to run from Melbourne to assist the ELs. On 10 February, 1CM7 grain was noted through Donnybrook hauled by G535/EL54/EL60 and on 26 February 3CM7 grain was hauled by EL54/G535.

Qube Logistics continues to operate their thrice-weekly service between Harefield NSW and Melbourne. On 17 January, EL57/



During late January/early February due to defects on G532 restricting it to a slave unit, it was placed between B76/B74 and here they haul 9162 grain from Sea Lake past some sheep grazing in a paddock near Havelock on Monday 28 January 2013.
Image by Steve Molloy



On Tuesday 26 February 2013, XR555/XR558 place VHGF hoppers under the loading chute at Beulah
under the watchful eye of the silo operator.
Image by Dave Arnold

GL101 worked 5MC1 service northwards through Donnybrook whilst on 22 January, RL303 led GL110/GL101 working 3MC1 service northwards after arriving on 2CM1 service with GL110 earlier in the day. On 12 February, GL107/GL101 whilst working 3MC1 service derailed its last three vehicles north of Locksley, the front portion finally departing northwards at 1325hrs the following day. Enroute from South Australia to New

South Wales, VL361 trailed GL107 on 3MC1 service on 19 February whilst on 28 February, GL110/GL107/GL105 worked 5MC1 service to Harefield.

Aurizon moved a number of spare units to Ettamogah on 19 January when CLF3/CLP12/42103/42105/CLP13/CLF1/CLF2/CLP11/CLP10 worked D673 L.E.

The Pacific National Griffith service continues to have some variety with its motive

power such as on 18 January, when 6MC2 service was worked by G530/G537/DL47 whilst the following day, 6CM3 service was noted near Wandong hauled by 9301/DL43/G536/G531. On 5 February, 3MC2 service was hauled by G531/DL41/G537 whilst on 9 February, 7MC2 service was hauled by NR62/8115/G530. 5MC2 service on 14 February was hauled G530/DL50/G536/DL47 and 7CM3 service on 17 February had NR109/DL43/G531/G530 when noted through Sunshine. The all-corporate Pacific National liveried units, DL47/DL50/G536 worked 3MC2 service when noted near Donnybrook two days later whilst on 21 February, DL50/DL47/DL48/G536 hauled 5MC2 service northwards and the following day DL43, still in AN green, led G531/G530 on 5CM3 service.

NORTH WEST REPORT

Pacific National grain services continued to have some variety in motive power during the reporting period. On 2 January, G539/H1/XR553 worked 9127 empties to Ouyen whilst the following day, G522/P20/XR551 departed Manangatang with 9124 grain. After discharging at North Geelong, 9123 empties departed for Woomelang hauled by G522/P20/X49/XR551. On 5 January, G539/H1/XR553/XR557/G542 departed North Geelong for Charlton as 9125 empties returning to North Geelong two days later as



As part of their maintenance regime, the overhead catenary is inspected using inspection vehicle IEV102. Here T369/IEV102/T377 accelerate away from Oakleigh working 7527 service to Pakenham on Monday 11 February 2013.
Image by Stewart Anderson



After XR553 failed south of Maryborough, P22/H1/P20 were requested from North Geelong. Here P20/H1/P22/BL32/XR553 (dead) haul 9122 grain as they ascend Warrenheip Bank on Thursday 17 January 2013.
Image by Wayne Morris

9126 grain hauled by XR552/XR557/X49/H1/P20. On 14 January, BL32/XR557/G524 worked 9127 empties to Maryborough whilst on 2 February, 9122 grain from Carwarp was noted near Bannockburn hauled by XR553/G542/G527/XR554.

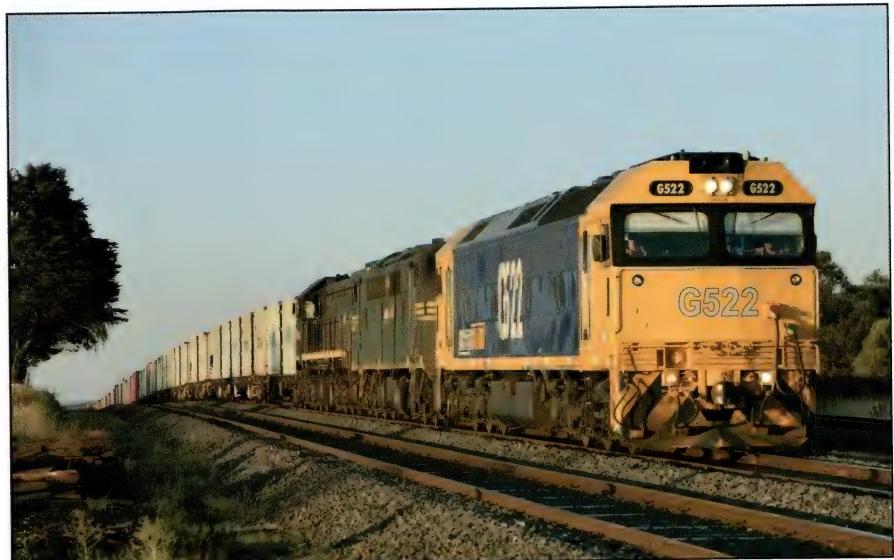
Four days later, G522/X37/A81 worked 9121 empties to Manangatang, however on the return 9122 service, G522 was replaced by XR552 when noted through Ballarat. G527 led A81/X37 on 9122 grain from Watchem on 12 February and after discharging at North Geelong departed as 9121 empties to Ultima. The same day G529/A77 departed North Geelong hauling 9125 empties to Speed on the Yelta line. On 16 February, G524/G529/A81/A77 were noted passing through Gheringhap hauling 9143 empties to Berriwillock returning as 9126 grain sans A81 two days later. The following day G529/A77/P22 departed North Geelong with 9125 empties to Ultima whilst on 23 February, G542/P22/A77 worked 9123 empties to Quambatook.

On the standard gauge, 8153/8121 were noted at Inverleigh on 23 January working 7736 grain, whilst a week later XR559/XR555 powered through Cressey working 7733 empties to Hopetoun. On 2 February, G520/G528/XR558 worked 7787 empties westward through Gheringhap

to Dimboola with XR558/G528/XR555 returning to Appleton Dock on 4 February working 7788 grain. In the early hours of 14 February, 7788 grain from Hopetoun to Appleton Dock was noted near Lara hauled by XR555/8153/XR558 whilst two days later, 8121/XR559 arrived at North

Geelong mid afternoon with 7735 grain from Marmalake. After discharge, the train then formed 7MC5 empties to Yarrawonga.

With thanks to Frank Hinde, Steve Molloy, Peter Sweeten, Graham Elliott, Alan Holding, Ewan McLean, Peter Martin and Chris Nuthall



Cresting the grade at Beveridge, G522/A78/X39 haul 9306 goods from Tocumwal on Wednesday 23 January 2013.
Image by James Brook



After losing its path due to late running, T378/T320 are seen crossing the Mount Emu Creek near Terang hauling 9261 goods to Warrnambool on Thursday 10 January 2013.
Image by Wayne Morris



Seen here near Tyabb, G541/BL29 hauls 9556 coil steel empties from Long Island on Monday 14 January 2013.
Image by Darren Wood

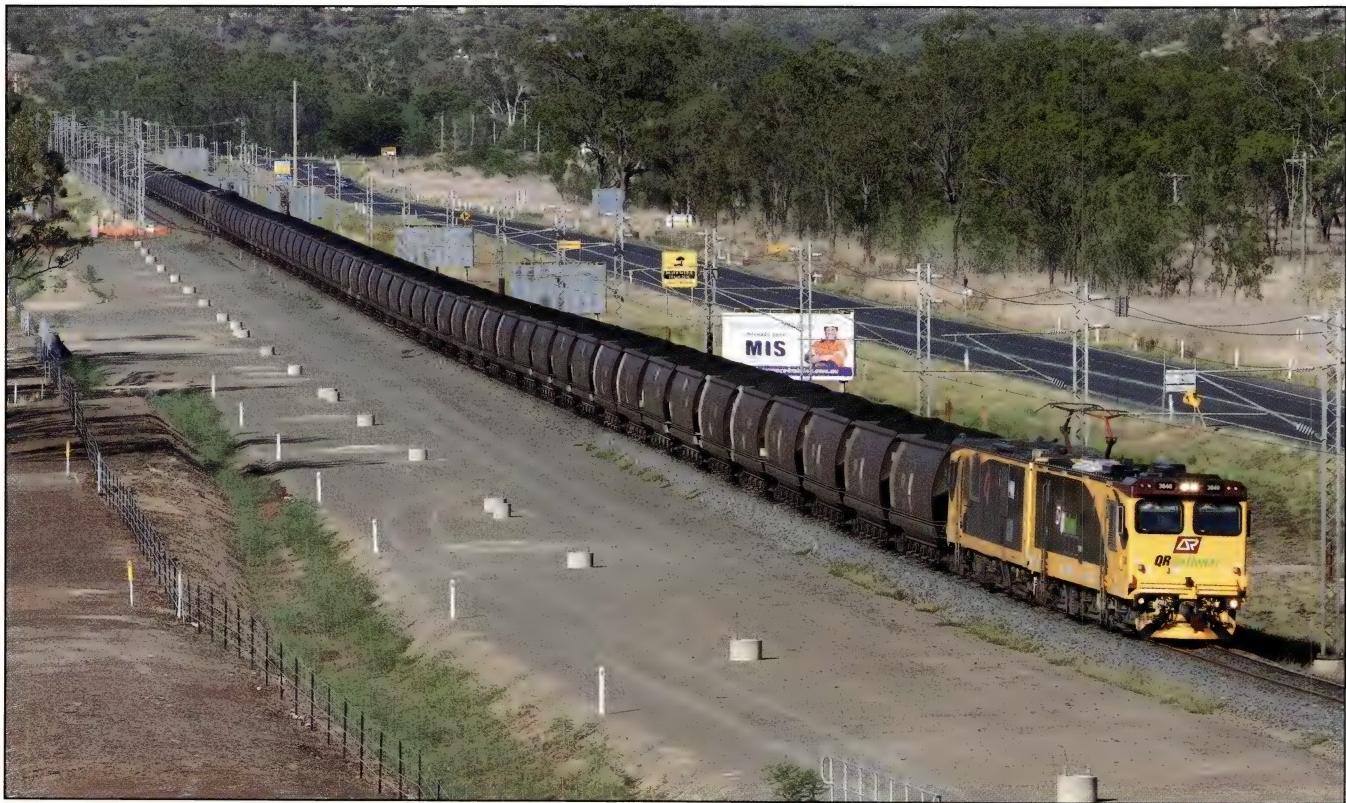


• Scene of an infamous level crossing accident on 8 February 1971, here L277 works 7762 grain empties to Dimboola on Sunday 3 February 2013.
• Image by Stewart Anderson



• Beautifully framed, S313/X31/T364 cross Barkers Creek at Harcourt whilst working 9071 goods to Deniliquin on Monday 18 February 2013.
• Image by Paul Vanderstelt

Queensland



With the civil works for the Rocklands to Stanwell duplication complete near the Gracemere Overpass (under construction), the looming erection of the overhead masts will soon lower the photographic appeal of this section. On Sunday 20 January 2013, 3840 and 3713, with remote 3746, haul EF71, loaded at Kinrola, out of the eastern end of Kabra towards Gracemere and eventually Callemondah. There had been no increase in the number of AC consists operating in the Blackwater system since October 2012, which was ten at the time; however during February 2013, the eleventh and twelve AC consists commenced operation.

Image by Bruce Russell

CENTRAL REPORT

On 16 January, 2264/2253 worked the 25 wagon 6V01 Origin Siding pipe train from Gladstone in the morning darkness. Elsewhere in the area, 2411D/2483D worked the Taragoola to Fisherman's Landing 34 VLO wagon limestone (9MM1/9LM2), while 4119 was on the East End to Fishermans Landing limestone with 25 VLH. 4032/4030 worked 58 wagons to Callide Coalfields as 9RJ7 to load, passing the unloaded pipe train 6V01 at the Origin Siding, before returning as 9FJ8 to RG Tanna. The Callide Coalfields branch from Earlsfield through Dakenba to the mine is much less used than the main Moura line.

Grain trains continue to run in the Central Queensland area with 2488H/2196F arriving at Emerald on 18 January on 6B22 grain empties from Mackay for Capella. Ballast cleaning continued on the Blackwater system between Duaringa and Edungalba with 2171D/2174D and 2201D working the BCM ballast train as 03B3/0EB4, running from Blackwater to

Edungalba and return on 21 January. On 23 January, 2196F/1732D worked the SOO west from Rockhampton after taking over from 2390/1756.

On 29 January, 9364 empties (2259/2260) arrived at Glen Geddes. It returned north three and half hours later as 9L65; the use of 2250s a change from the usual 2170s. Meanwhile, the next empty service 9366 (2213D/2200F, 37 mostly GN wagons) was departing Mackay at the same time. A third Glen Geddes ore consist also departed Townsville as 9368 late that afternoon with 2190D/2181D and 39 GOMB/GOCM from the McNaughton to Cobarra set! The return leg of the nickel ore service (Townsville – Glen Geddes) on 6 February used a new train number - 9L23. 2192F/2200F were the hauling locos departing Glen Geddes. The next service later that day – 9312/9L13 - was hauled by 2212D/2178D.

The Spirit of the Outback cars, which had been stranded by flooding at Rockhampton since 24 January, came south as P902 RTT

replacement, hauled by 2196F/1732D on 7 February. This was only a seven coach train. On 8 February, 9F24 Rolleston to RG Tanna coal (4137/4127; 4128/4020), which had departed the mine on 24 January, and stowed at Rangal until this day, derailed 2km south of Epala on the Epala to Ambrose section shortly after midday. Lead locomotives and the first 27 wagons were intact. The 28th to 65th wagons, along with the two remote locos, were all derailed, 38 in total. The cabs on both remote locos became detached, and a major fuel leak occurred from 4020, resulting in a fire, for which the Fire Brigade attended. Track and OHLE were damaged on both Up and Down roads. On 12 February, the derailment site was re-opened (Down road only) to diesel hauled traffic only with Y776 (2810) being the first through, reaching Ambrose around 19:00hrs from Rockhampton. First train north was 9P71 Minerva empties (4010/4018; 4015). The next day, a Rolleston to Gladstone Powerhouse service (9U33/9Z33) was

unusually worked with a Minerva consist (80 tonne wagons) - 4038/4140; 4121. Electric traffic on the Rocklands to Callemondah section was resumed in the afternoon of 14 February. However, it was late the next day when the Up road repairs between Epala and Ambrose were completed and that track reopened.

The Comalco balloon loop on the Fisherman's Landing branch saw use on 13 February when 4009/4119; 4012/4016 worked a Koorilgah to Fisherman's Landing coal service. It loaded at the mine as 9N02 and returned as 9L01, arriving at the balloon loop as 9L02.

On 18 February, 2210D/2183D worked ballast 0QB1/0GB2 in the Earlsfield to Belldene area on flood damage repairs. Services then recommenced on the Moura line, as far as Boundary Hill.

On 19 February, 0GB6 ballast (2252/2210D, 18/VBO and plough) departed Yarwun after reloading, and ran via the Gladstone town loop, then as 0QB7 to Belldene to unload, returning as 0GB2. Services then recommenced to Moura Mine. On 20 February, 9FL2 (4027/4036), the first coal service from Moura Mine since the January floods, departed there, crossing Moura empties 9QL5 (4120/4035; 4123) at Belldene. The

Origin Siding pipe trains also recommenced on this day, 6V01 (2266/2264) departing Gladstone in the early morning darkness. Following the transfer of three Pring 4100s to Callemondah, a Newlands wagon consist arrived at Callemondah after unloading EF94 German Creek coal at RG Tanna. These wagons had spent the prior month in Goonyella traffic. They arrived on intersystem service E592/EF94 (worked by 3814/3742; 3759), which departed Jilalan on 18 February. On 20 February, they commenced Blackwater workings, heading out from Callemondah on E559 Gregory empties behind the same locos. This was the start of the eleventh Blackwater AC electric consist. On 23 February, the twelfth AC electric consist entered Blackwater traffic, heading out on EI93 Boonal empties. The consist was from the Goonyella System, arriving via an inter-system Gregory working, EM60/EF59/EF60 (worked by 3803/3758; 3727) which departed Jilalan on 22 February.

Rockhampton loco shed officially closed on 28 February, its allocation of 25 locos (including 1720 class) being transferred to Stuart.

NORTHERN REPORT

On 7 January, 2260, 2262 and 2269 were working Townsville Jetty nickel. 2820 and 2152D, 2152D being one of the remaining

three working 2150s, hauled 9255 from Mount Isa into Stuart on 8 January.

On 14 January, 2391 worked 6786 molasses from Proserpine with 18/VMO for Warwick. On the same day, 2836 worked special 9E46 from Hughenden to Moselle with 8/VFMQ empty cover wagons. It returned from there as 9247 with these wagons and the 4/PCZY from the derailment on 14 November 2012.

The most northern grain loading point, Mount McLaren, saw another train on 15 January, when 2197F/2189F hauled 6ZG5 grain from Mount McLaren with 42 wagons of sorghum for Mackay Harbour. It was seen passing through Sarina at about 07:30hrs.

2152D was on the mainline again on 15 January when 2213D/2152D worked 8796 from Townsville. 2213D was replaced by 2302 at Rockhampton during its stop there the next morning.

2211D/2203D worked the 47 wagon 9S88 Cobarra coal empties to McNaughton on 18 January, returning as 9L99.

9364 empty Glen Geddes nickel (2190D/2191F) derailed 15 wagons at Mount Ossa mid-afternoon on 19 January, shutting down NCL operations. Significant track damage occurred and the Mount Ossa to Seaford road was blocked. 9364 departed the site on 21 January with the undamaged



One of the two named 4100 class locos, the other being 4134 – “Mark Smith”, 4119 – “Peter Greenhalgh” – hauls empty East End VLH limestone wagons onto the East End branch at Aldoga on Sunday 3 February 2013. The 4000 and 4100 class locos have been the usual motive power for some time on this shuttle service between the East End Mine and Cement Australia’s plant on the Fisherman’s Landing branch.
Image by Bruce Russell

STATE NEWS

wagons for Yukan to stow. Traffic at Mount Ossa was using the loop, the mainline closed until further notice. The points at the northern end were temporarily removed. Glen Geddes traffic resumed on 22 January when 2200F/2260 worked 9366 Glen Geddes empties from Townsville, using another set of wagons. The 39 were made up of 4/GOCM, 2/GHMB and 33/GN.

On 21 January, 2212D/2158D worked 9Q92 empty coke containers from Stuart to Merinda, arriving at the Bowen Cokeworks. 2152D, 2158D and 2163D are the remaining 2150 class locomotives in service.

On 23 January, 2190F and the GHMB's from the derailed 9364 at Yukan were relocated to Hatfield later in the day. The day before, 2191F, also on the train, was obtained to work 6B22 Capella grain empties south from there. 2196F/2191F and vehicle 2198F were working this train, with all three detached at Rockhampton. 2199F/2473D and vehicle 2493H then worked it west from there.

With an easing of the heavy rain and flooding, 2213D worked the six car 3M34 Inlander from Townsville on 24 January. Shortly after, 2820 departed Townsville Jetty on 9E58 with 20/PCZY wagons of CXSU containers to load Birla Copper Concentrates and 14 empty KOJX, all for Cloncurry. Departure had been delayed due to water over the track between Townsville yard and the Jetty.

On 25 January, because of flooding, the North Coast Line (NCL) was still closed south of Mackay, Merinda to Stuart and Townsville to Cairns. Trains stowed included Y355 (2811) at Bundaberg, 8279 (2845) and 8C49 (2846) at Merinda, 87P4 at Gumlu, 8273 (2194F/2201D) at Sarina, 82P5 at Yukan and 8CP1 at Carmilla. Empty Sunlander cars 4C37 was stowed at the Townsville platform, with CTT replacement empty cars 4U34 with 2489H having been placed at Townsville Jetty! Later, the Sunlander cars were also moved to the Jetty, both consists being stowed in the secure Bulk Sugar Terminal balloon. This movement ran as L235 (2193F/2486H hauling). P959 (2196F/1732D) was stowed at Rockhampton platform along with a Tilt set. All CQ Coal Networks were shut down.

On 26 January, Townsville Nickel services were running again, as was the Mount Isa line and the line through to Cairns. The NCL was still closed in several places between Gladstone and Rockhampton. The Blackwater and Moura Systems were fully shutdown, but activity was recommencing on the Goonyella and Newlands Systems. Rockhampton to Townsville was also idle. 9366 empty GHMB's from the Mt Ossa derailment were moved from Hatfield back to Yukan.

On 27 January, 9366 Glen Geddes empties (2200F/2213D) departed Cobarra and reversed at Townsville before continuing



Running about two hours late, Cairns to Brisbane Sunlander service P936 is seen near Beerwah behind 2389 and 2494H on Sunday 13 January 2013. Both locos are displaying new Aurizon logos which have been placed over the old QR logos.

Image by Matt Green

south with 2213D leading. Earlier the same day, 2192F departed Mackay as L364 for Yukan, to attach 2190F and 23 ore wagons from the Mount Ossa consist. It then continued as 9364 (2192F/2190D) for Glen Geddes. The locos stayed at Glen Geddes during the loading (nearly three hours) before returning as 9L65. The line south to Rockhampton was not available. One service did run in Rockhampton, 2475D/2487H running as 0Y83/0384 to Nerimbera and return to load a 12 wagon ballast train.

03B2 ballast (2205D/2207D) departed Mackay for Rockhampton on 30 January. The same train was renumbered 0E50 and departed Rockhampton for Kabra. P336, nicknamed the "Rockylander" (2323/2489H) departed Cairns for Townsville. Meanwhile, 4C39 empty cars (2182D) departed Townsville, crossing it at Purono, where 4C39 was held for the cross. These were the only two trains on the Townsville to Cairns corridor all day. Meanwhile, Townsville nickel shuttles continued with 2261 and 2274 in use.

On 31 January, "Rockylander" P336, arrived at Rockhampton and returned north as PC37 that night, still with 2323/2489H hauling. The only trains between Townsville and Cairns were 6252 and 6C55, which departed with 2270. Glen Geddes ore were the only freight services between Stuart and Rockhampton with three consists running, one from the Jetty service. On 7 February, the locos on the Jetty nickel were 2254, 2269, and 2274.

A tutor special LMT2/ LKT3 ran on 13 February using the locos off 3K30 Kuranda service from Kuranda to Mareeba and return. The locos then worked 3C65. Several more

tutor specials also ran; the current Kuranda loco rosterings being 1771D/1734D and 1754D/1774D.

Livestock season commenced in North Queensland on 14 February with 62N3 (2212D) departing Cloncurry with 42 empty wagons for Julia Creek. These were all loaded here (for Lakes Creek), with another three added at Hughenden.

4158 and 4161 were attached as a vehicle to 8G16 at Merinda (2801 hauling) on 15 February for transfer to Callemonda. They are to replace the two locos from the Epala derailment. 4116 was also transferred to Callemonda three days later.

On 18 February, 2214D/2152D worked 9Q92 coke empties from Stuart to Bowen Cokeworks to load 32 PCZY.

On 25 February, 2176D/2180D worked 9S92 from Stuart to McNaughton to load 31 wagons of coal containers for Mica Creek (power station) at Mount Isa.

Cairns Kuranda Steam has commenced a small freight operation, using 1101, to move containerised cement from Portsmith to the CA (Cement Australia) Siding, replacing the Queensland Rail operation made difficult by the lack of a spare 1720 in Cairns. Both 1751D and 1752D are stored locally (although 1751D is available in an emergency); the four other 1720 class (including bronco 1754D from Aurizon) covering the Kuranda workings with no spare.

On 26 February, PN's magnetite service, 8318/8315, RNZY1; 8319 arrived at Partington with 9221 from the west. 8319 then worked the two halves to the Jetty as 9221 and 9223. The lead locos and crew

car proceeded to the Toll North Terminal from Partington as LTT1.

SOUTHERN REPORT

On 12 January, 9819 Cameby Downs coal (2311D/2307D) was a failure at Yarongmulu in the Victoria Tunnel. The locos from 9622 empties (2346D/2314D), which had arrived at Grandchester, were utilised to recover 9819, then swapped with them. 9819 departed Grandchester for Fisherman Islands with 2314D/2346D hauling, and shortly after, 9622 departed for Toowoomba with 2307D and 2311D vehicle.

On 14 January, 2388/2313D worked 9E02/9803 Ebenezer coal service. Ballast trains commenced running on the Richlands to Springfield extension on 16 January. 2484H and 2478H on 0FB3 with 10/VBO arrived at Richlands from Clapham.

On 17 January, 2350D completed overhaul at Redbank, but was held until 22 January when 2350D was conveyed on LF30 from Redbank to Fisherman Islands to enter traffic. On 24 January, 2350D/2313D worked 9616 empties from Fisherman Islands, this being 2350D's first run. It is the first with the Aurizon branding

2479D/2499D worked a 29 wagon set as 9D70 for Jondaryan coal siding from

Toowoomba on 18 January. This was the first in a series of workings of this shorter set. On 20 January, 2479D/2499D worked the 29 wagon set from Toowoomba as 9Y36 for Macalister. Return 9837 changed locos at Toowoomba to 2387/2497H for the last leg to Fisherman Islands.

2271 was stored at Redbank on 24 January. It had arrived on 11 January as a result of a fire behind the D/B unit.

On 30 January, the Citytrain network was largely functioning, but only two lines were available through the City. Services had resumed to Nambour (not Gympie North), but Doomben and Wellington Point to Cleveland were still out. 2485H/1720 are still stranded at Toowoomba with 3907 Westlander, which arrived there as scheduled on 26 January for the weekend closure. A major landslip occurred between Spring Bluff and Ballard, shutting down the Toowoomba Range section.

On 31 January, 2355/2302 worked 9E08 Ebenezer empties from Fisherman Islands, the first Brisbane freight service to work since the floods.

Delivery of Pacific National's new order of electric locos has commenced delivery. 7133 and 7134 were towed from Fisherman Islands to Moolabin on 1 February by PN001

and PN003, running as L7P1. On 16 February, 8344 towed 7133 and 7134 to Nebo, departing Moolabin as LGP7.

On 1 February, the RCS System was reinstated between Tamaree and Meadowvale after repairs were completed as a result of damage from the Bundaberg flooding. Services resumed to Bundaberg with QJ11 Tilt departing Roma Street that afternoon. Earlier, 2805 had departed Acacia Ridge with YJB1 special for Bundaberg, consisting of vehicles 2388, 1733, 18 loaded VBO and 15 empty HSA spoil wagons. 2811 was still parked with Y355 at Bundaberg. The next day, 2388 and 1733 pushed the consist of VBO and HSA wagons onto the Burnett River bridge to load test the Burnett River Bridge. After an initial check to the main span, and a visual inspection, the second run was made to the end of the bridge. 0JB5/0JB6 then ran heading over to North Bundaberg for ballasting work. It also propelled over the bridge. On 14 February, the Bundaberg to Meadowvale section had its signals reactivated and OHLE power restored.

2320D was released from Redbank on 7 February, following completion of its overhaul. The next day, 2320D/2479D ran on test as LFT2/L803 from Fisherman Islands to Ebenezer and return. 2320D entered revenue



PNQ's Townsville to Brisbane (Moolabin) 87P4 freight is seen rounding the big curve on the Beerburrum to Elimbah section behind PN007 and vehicle PN005 on Saturday 12 January 2013. Multi-unit workings on PNQ trains occur a couple of times per week and are usually a result of loco balancing or reliability issues with a particular loco.

Image by Matt Green



• Climbing Stowe Bank west of Gladstone, 2186F/2411D haul 9LM2 limestone from Taragoola on the former line to Monto on Saturday 9 February 2013.
• Image by Lincoln Driver

service on 10 February, 2315D/2320D working 9E08/9809 coal service from Fisherman Islands to Ebenezer and return.

On 21 February, ACN 4143 and 4175 departed Redbank by road for WA. The same day, the first 3S86 Westlander departed Brisbane since 24 January. It was worked by 2363/1720. The consist had run as 4009 from Toowoomba to Mayne earlier in the day, worked by 1720 alone. 1720 was also on the previous 3S86 from Brisbane on 24 January, behind 2485H.

SOUTH-WESTERN REPORT

On 9 January, 2492H/2471D hauled 7/PCUY as 6H24 from Toowoomba for Goondiwindi, to join the others in the 35 wagon consist there.

2479D/2499D worked 0EB3/0EB4 ballast from Malu to Warwick, with 16/VBO and plough on 15 January. It unloaded between Clifton and Warwick, running around at Warwick before returning north as 06B5.

Four locos were at Goondiwindi on 29 January - 2338 and 2365 ex 68T5 from Thallon on 26 January, and 2389 and 2391 from 6H36 empties en route to Thallon from 25 January.

2331/2391 ran as LH38 on 17 February from Toowoomba to Goondiwindi with vehicles 2497H, 2365, 2389 and 2371 to supply locos for two grain trains and the cotton service.

2331/2391 departed Goondiwindi with 68T9 grain for Fisherman Islands.

6H36 empty grain (2389/2371) terminated at Warwick on 28 February, returning as 6637, following 68T9 Goondiwindi grain (2331/2391), which passed through Warwick 30 minutes earlier.

On 6 March, 1753/2500D worked 0HB4 ballast from Goondiwindi to Toobeah and return, with 16 VBOR loaded at Cobba Da Mana the day before. 68T9 Goondiwindi grain (2389/2371, 38 wagons) was unable to lift the load over the Gore Bank on 7 March due to excessive wheel slip on 2371. The train was split with 24 wagons left at Gore; the lead portion departing with 14 wagons. Light engines 2335/2387 departed Toowoomba as LH38, arriving at Gore early the next day to attach the 24 wagons. Return 6637, with 2387 leading, departed for Toowoomba where the train was put back together. This pair then continued with the train to Brisbane.

2302/1745D worked 6E84 Warwick molasses from Acacia Ridge on 24 January, changing power to 2479D/2499D at Toowoomba on the way.

While the Range was blocked, 2335/2387 worked a 15 wagon grain wagon tutor set from Toowoomba to Warwick and return as 6ET2/66T3 on 12 February. Two

more tutor specials ran between Toowoomba and Warwick on 15 February as 6ET2/66T3 and 6ET4/66T5. All have used 2335/2387 on 15 empty grain wagons.

On 17 February, the Rosewood to Toowoomba section was reopened for traffic with RCS fully operational. The Rangeview main line was still closed, with all traffic using the loop.

2387/2335 worked 18 empty VMO as 6787 from Warwick on 28 February, with 2353/1735D taking over at Toowoomba for the run to Brisbane.

WESTERN REPORT

2391/2331 hauled 19 empty grain wagons from Toowoomba to Malu on 5 March as 6D88 to load sorghum, returning as 6689 to Toowoomba. The second half (19 wagons) was worked by 2387/2335 as 6D90/6891, attaching the first 19 at Toowoomba on the return leg for Brisbane. On 15 January, 2351/2392 worked 6G88 grain empties from Toowoomba to Meandarra to load, returning as 6889. 2353/2392 worked 6R12 grain empties from Toowoomba to Roma on 24 January. 2308 and 2500D worked either end of 16 loaded VBOR and plough from Toowoomba to The Gums on 28 February as 0GB2, returning as 06B3.



• Late afternoon east of Hughenden on the Mount Isa line sees Pacific National's 9221 ore service from Cloncurry hauled by 8318/8316 with 8320 in DPU mode on Thursday 14 February 2013.

• Image by Andrew Matt



• Locomotive 8321 leads southbound 67P2 freight over the Black River bridge, located on the Cobarra to Deeragun section in northern Townsville on Tuesday 26 February 2013. 83 class locomotives are regularly used between Townsville and Cairns on PNQ freight trains to enable ATP fitted PN class to be used south of Townsville.

• Image by Leon Harris

South Australia



Approaching the Eyre Highway near Lincoln Gap, GWA002/GWA004 assisted by GWA010/GWA009 on the rear haul 9612 Arrium iron ore service to Whyalla on Saturday 19 January 2013.
Image by Damien Butler

SOUTHERN REPORT

On 12 January, Aurizon service 6MP1 arrived in Adelaide hauled by brand new Aurizon locomotives ACC6030/ACC6031 and 6029/6023. The two new units were heading west to WA after a short stay in South Australia. The next afternoon, 3112 loaded grain from Karoonda hauled by 2210/GM38/701/CLF5 encountered loco problems and stalled between Callington and Petwood. The following train, 2182 loaded grain from Tailem Bend hauled by 2216/GM42/GM45/2207/FQ01 coupled to the rear and pushed 3112 to Belair before both trains separated. PN service 4MA5 arrived at Islington on 17 January hauled by NR34/9302/T371. T371 was being transferred from Melbourne to Broken Hill to take up shunting duties. That night, 5AK1 Murtoa grain departed Dry Creek hauled by GWU002/2210/701/GM42. It returned to Adelaide the following evening as 6KA2. Aurizon unit X53 made a quick visit to Adelaide on 19 January when it trailed 6029/6023 on 6MP1 into Pt. Adelaide. It returned to Victoria the next day behind 6003/6028 on 6PM1. On 21 January, NR106 hauled five loaded rail pairs from Islington to Mile End where they were unloaded for use on the

upgrade of the metro lines between Adelaide and Oaklands. This also involves the Noarlunga Centre line being grade separated from the standard gauge line at Goodwood Junction.

Pacific National service 2AM5 departed Islington on 21 January hauled by NR11/NR7/DL39/DL41/DL48. The next day, 2MP1 arrived at Pt. Adelaide hauled by brand new ACC6032 leading 6028/6003. The ACC returned to Victoria the following afternoon leading 6008/6027 on 2PM1 service. It then arrived back in South Australia on 25 January leading 6008/6004 on 5MP1 service before eventually continuing its journey to Western Australia. Also on 25 January, 2182 loaded grain from Tailem Bend was enroute to Adelaide when it encountered loco problems at Callington. The train was hauled by 2210/GM42/701/GM45/ALF19 and FQ04 was sent out light engine from Dry Creek to assist the train to Adelaide. On 28 January, 1MP5 service arrived at Islington hauled by NR64/AN2/NR18/DL48/DL40. The next day, Aurizon service 3AM6 departed Dry Creek hauled by LDP002/6022/2210. 2210 was being forwarded to New South Wales for AK car duties. GWA grain service to Murtoa, 5AK1 departed Dry Creek on 31 January hauled by CLP8/

ALF19/GM42/GM45/GM46 with the trailing two GMs detached at Tailem Bend enroute. The return movement, 6KA2 departed Tailem Bend in the early hours of 2 February as GM46/GM45/GM42/ALF19/CLP8 but locomotive problems saw the train halted at Callington, light engines 705/2214/GWU007 being sent from Dry Creek to assist the train to Adelaide.

On 3 February, 1281/2182 Tailem Bend grain was worked by CLP8/GM42/GM45/GM46/FQ04. The AK cars arrived in Adelaide from Victoria on 7 February as AK82 hauled by 2210. The next day, the first of a now regular SCT service arrived at Penfield from Dooen in Victoria. CSR002 worked the 10 wagon service as train 6KA4. It conveys extra loading to Adelaide which does not fit on regular services and is part of SBR's Dooen service out of Melbourne. GWA grain service, 2184 ex Wolseley arrived in Adelaide on 9 February hauled by GWU005/GM38/GM46/GM45/2207. The following day, 1281/2182 Tailem Bend grain was worked by CLP8/2214/2212/2216/ALF23. Another rail train for the Adelaide metro upgrade worked on 11 February. NR47 and NR93 were at each end of the four rail pairs and unloaded

between Mile End and Goodwood. The following day, GM40/GWU007/GWU005 worked 1283/2184 Wolseley grain while that evening, 1PM9 SCT departed Penfield bound for Victoria with SCT009/SCT005/SCT005 hauling VL361. The VL was heading for further use in New South Wales after receiving work at Islington Workshops. 2182 loaded grain departed Tailem Bend on 15 February hauled by GWA009/FQ04/2214/GM46.

The interesting combination of NR97/NR103/XRB561/8122 departed Islington on 16 February hauling 4PM6. Late running SCT service 2PM9 departed Penfield on 20 February hauled by the quin lash up of SCT008/SCT010/SCT006/SCT011/CSR007. Two days later, 6KA4 arrived at Penfield hauled by solo SCT011. On 24 February, 1283 Wolseley grain departed Dry Creek hauled by GWU006/GM45/GWA009 while later that morning, 1281 Tailem Bend grain was worked by CLP17/GM42/ALF23/GWU002. 2PM9 SCT service hauled by SCT006/SCT010/CSR009 was enroute to Melbourne when it stalled between Belair and Mt. Lofty due to the failure of SCT006. The following train, 2PM1 hauled by 6024/6003 pushed 2PM9 to Mt. Lofty before both trains separated. Further problems with 2PM9 saw the train eventually depart Tailem Bend over 12 hours late. The 1st March was a busy day in the

Adelaide Hills. 1283/2184 Wolseley grain was worked by FQ02/2214/701/FQ04 while later that morning, 5MP1 service departed Tailem Bend hauled by LDP001/G534/2202. Near Murray Bridge a fire broke out on 2202 which resulted in the local CFS attending at Murray Bridge. After the fire was extinguished, the train continued to Monarto South where it waited for 2809 to arrive light engine from Adelaide and assist the train. Later that day, 6KA4 was enroute to Adelaide with CSR009 when problems with the unit saw the train halted at Tailem Bend, SCT007 was sent from Penfield to assist the train to Adelaide.

On 3 March, 3152 loaded grain from Pinnaroo hauled by 705/GM45/GM46/ALF20 stalled near Mt. Lofty. 1341 empty Loxton grain hauled by CLP8/GM42/2216/2207 was halted on the crossing loop at Belair and the front three engines sent to assist 3152 to Belair allowing both trains to continue. Later that afternoon, 1351 Pinnaroo grain departed Dry Creek hauled by SCT013/FQ02/FQ04/2214/701. The SCT was detached at Tailem Bend as a banker for 1MP9 service. That evening, 1281 empty Tailem Bend grain departed Dry Creek hauled by GWU004/GWU005/GWA009 while Aurizon service 1AM6 departed Pt. Adelaide with LDP004 hauling 2202. In the early hours of the following morning, PN service 6WP2

arrived at Islington hauled by NR66/NR72/NR78/NR97/8122/AN3. Due to problems in Western Australia, two SCT services departed Penfield a few hours apart heading to Melbourne on 5 March. Very late running 6PM9 hauled by SCT013/SCT001/SCT003 was later followed by 1PM9 hauled by SCT008/SCT005/CSR006, the next morning, 3MP4 service arrived at Islington hauled by NR91/8122.

Aurizon service 3PM1 departed Pt. Adelaide on 7 March hauled by 6003/2809. The following day, SCT service 6KA4 was enroute to Adelaide with CSR006 hauling CSR007 when CSR006 also failed halting the train at Coomandook, SCT009 was sent from Penfield to rescue the train and haul it through to Adelaide.

NORTHERN REPORT

On 12 January, 4PW4 arrived at Islington with NR24/NR105 hauling VL361/VL357. The two VLS were bound for Islington Works after finishing a stint on hire to Watco in WA. Two days later, 2WX4 departed Spencer Jct hauled by NR102/DL39. Steel service 1WX2 departed Islington on 15 January hauled by NR56/NR53/8166. The following day, 4YN2 departed Spencer Jct hauled by NR56/NR7/8166. In the afternoon of the 17 January, 3PS6 service hauled by NR47/NR84



• Working upgrade through Eden Hills in the Adelaide Hills, 701/GM42/2210/GM45/ALF23 haul 1341 grain empties to Loxton on Saturday 26 January 2013.
• Image by Bob Grant

STATE NEWS

derailed just east of Yunta damaging around 300m of track including the western end of the yard at Yunta. Numerous services were stabled or cancelled and 6SP5, 6SP7, 7YN2 diverted via Melbourne and 4PS6 was terminated at Islington. The track was re-opened in the evening of 21 January. On 18 January, 5MP1 departed Adelaide hauled by 6027/LDP008/ACC6030/ACC6031. The two ACC's were on their delivery to Western Australia. The following day, ALF18/FQ04 worked 1471/4174 Snowtown grain. 1561 empty Bemax service departed Pt. Adelaide on 22 January with NR81/NR51 hauling T371, the T class on its way to Broken Hill to become the local shunt engine. Also that same day, GM46/FQ03/GM42 worked 1531/5132 Jamestown grain while GML10/442s5 departed Islington Works bound for Whyalla to take up ballast train duties.

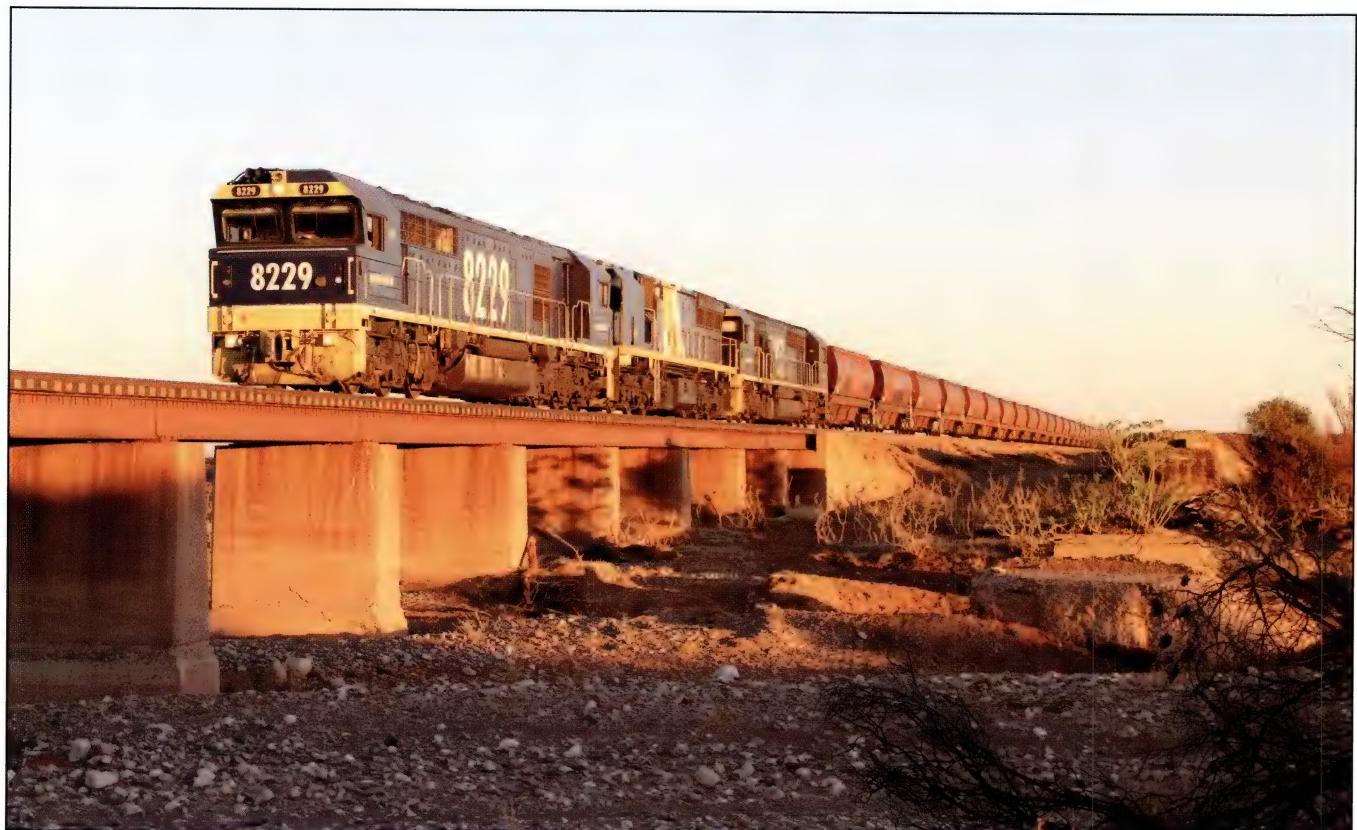
Qube Logistics locomotive, 8030 arrived in Spencer Jct from Barton on 29 January hauling six open wagons as train 8422. It had earlier worked to Barton light engine from Parkes ton as D862. 8030 headed to Islington Workshops a couple of days later light engine with GML10/442s5. Great Southern Railway's Ghan service derailed at Katherine on 30 January as it entered the crossing loop there. The train was hauled by NR106/NR109 and some damage was sustained to the track and rolling stock but there were no reported injuries. Only two

carriages were derailed and the train suffered a 14 hour delay as a result. On 1 February, 5MP1 service departed Pt. Adelaide hauled by 6024/LDP004/ACC6032. The ACC was on its delivery to Western Australia. GSR's Indian Pacific service to Sydney, 3AS8 departed Keswick on 5 February hauled by NR5/DL39. Two GWA grain services were operated north of Adelaide on 6 February. 1411/4112 Pt. Pirie was worked by 2207/701/ALF18 while 1431/4132 to Mallala Grainflow (former AWB) was worked by GM46/GM45/GM38. The AK cars departed Dry Creek bound for Whyalla and Western Australia on 8 February hauled by 2210. PN service 4PW4 departed Spencer Jct on 9 February hauled by NR48/NR16/NR110/8251. The 82 had seen use on the Leigh Creek coalie and was heading to Adelaide to visit the wheel lathe at Dry Creek.

On 14 February, 8030/GML10 departed Islington Works as D143 light engine bound for Whyalla to take up ballast train duties. That afternoon, 1431/4132 Mallala grain was worked by 2214/2216/2212 while also on the same afternoon 3PS6 service enroute to Sydney, hauled by NR29/NR14 became a total failure near Crystal brook. The train detached loading into the crossing loop at Crystal Brook before continuing. The loading was later picked up by other Pacific National services. 4WP2 service departed Islington on 15 February hauled by

NR106/NR95/8251. The 82 was detached at Spencer Jct and later returned to NSW on 1YN2 service behind NR75/NR115 on 17 February. GWA Arrium loaded ore service, 9614 was departing Spencer Jct in the early evening on 17 February when five PHAY hopper pairs became derailed damaging the northern end of the yard and also blocking the main line. The main line was re-opened the following evening with cleaning up and track repairs to the Whyalla main and associated point work taking another week. During this time all trains to Whyalla had to go via the main line or crossing loop at Spencer Jct and could not access the yard from that end.

GWA grain service 1401/4102 to Crystal Brook was worked by ALF19/GM42/CLP8 on 17 February. The same three engines worked 1411/4112 Pt. Pirie grain service the next day. The AK cars departed Kalgoorlie on 19 February bound for Tarcoola then Darwin hauled by 2210. On 22 February, 5NY3 service arrived in Spencer Junction hauled by NR26/8249. The 82 was bound for Leigh Creek coal train duties. The following day, GWU008/GM45 worked 1431/4132 Mallala grain. In the early hours on 24 February, 6NY3 service arrived in Spencer Junction hauled by NR7/NR1/AN8. SCT transfer service 1473, departed Penfield on 24 February hauled by 2214/GM38. Also that day, 1513/5114 Gladstone grain was worked



Daybreak on the Leigh Creek line sees 8229/XRB560/8251 hauling 5FP2 coal to the Northern Power station crossing the Brachina Creek overflow on Thursday 3 January 2013.
Image by Damien Butler



Standing on the crossing loop at Bolivar, CSR009/CSR007/CSR008 await departure to Rankin Dam with 1903 empty ore service on Sunday 27 January 2013.

Image by Phil Melling

by ALF21/2216/ALF19. The Leigh Creek coal service was worked by V544/8249/8229 on 25 February. 8249 had replaced XRB560 on this working. 1911 GWA Oz Minerals service to Wirrida departed Dry Creek on 26 February hauled by ALF23/GWA009/2212. GWA009 had failed by Pimba resulting in 2212 being started. The return of this service, 9112 was combined with 3DA2 hauled by GWU005/CLP16 for the journey to Adelaide.

After nearly 14 months out of service, Edith River derailment victim, FQ02 has returned to service following a rebuild at Pt. Augusta Workshops. It worked a trial run to Whyalla on 26 February with 2214/GM38. GM38 was detached at Whyalla to take up shunting duties while 2214/FQ02 returned to Spencer Jct. FQ02 has been repainted into the 'new' GWA livery of the light orange with yellow cowcatchers. The AK cars arrived in Spencer Junction from Darwin on 26 February hauled by 2210. The train went to Leigh Creek the next day before heading to Adelaide on 28 February. 4172 SCT transfer departed Spencer Junction on 28 February hauled by FQ02/2214. That evening, 4120 Balco service arrived at Pelican Point hauled by GL108. The GL then worked light engine to Islington Works for a service and was replaced by freshly overhauled CFCLA unit FL220. FL220 then worked 1421 to Bowmans that night and also 4114/1417 to Adelaide and return the following day. FL220 was then replaced by GL108 on 2 March. On 1 March, GM40/CLF5 worked 1451/4152 Bowmans grain service.

Due to bushfires in Western Australia, numerous services were halted at Spencer Junction and other trains cancelled as the line was closed for two days. To transfer crews ready for the procession of services, Pacific National had NR105 haul two crew vans with numerous crews to Cook on 1 March. It returned

to Spencer Jct the next day as 7CK5 service. On 4 March, 2210/GM37 conducted a light engine trial run from Pt. Augusta Workshops to Winninowie and return. GM37 was returning to service after a long period at the workshops. That same morning, 6WP2 arrived in Spencer Jct hauled by NR66/NR72/NR97/DL47. The DL returned to Adelaide that night on 2XW4 behind NR18. With services being out of sync due to the Western Australian bushfires, two Aurizon services were combined in Perth for the return trip to Melbourne. This service running as 2PM1 service arrived in Adelaide on 6 March hauled by 6022/6023/LDP001/G534. That night, 4AD1 service departed Adelaide hauled by GWU006/ALF23/ALF19. ALF19 was added to 4DA2 on the cross of that service due to the failure of

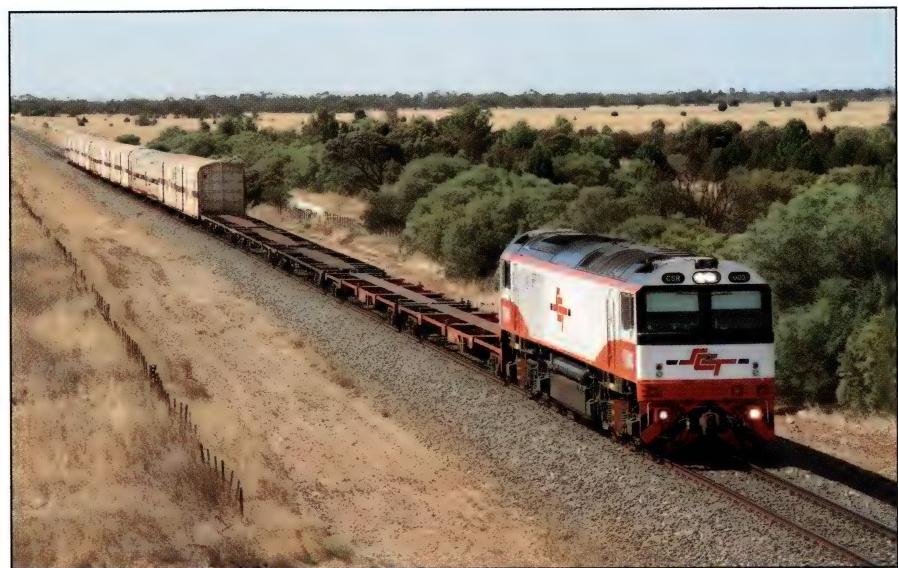
ALF22; 4DA2 service arrived in Adelaide hauled by GWU007/ALF19/ALF22 on 8 March.

EYRE PENINSULA REPORT

The Eyre Peninsula and Whyalla narrow gauge systems have seen a variety of combinations of late. Whyalla has also been a drawcard for railfans catching the old power before the new GWN class locomotives are due to arrive from mid March. This will probably see the end of ALCo power on the ore trains in Whyalla. During later February, 847 was taken out of storage and placed back into traffic. Its first run was on 22 February when it went to Iron Knight as 1907/847/1302. The next day it was seen as 1303/847/CK3 working again to Iron Knight. New ore hoppers for Whyalla also arrived in Pt. Lincoln in late January. The wagons are fitted with bogies and have logos applied etc before being sent by road to Whyalla.

On 14 February, 851/842/848/859 worked 5BG1/5BG2 Kimba grain. The 22 February saw 6BG1 to Kimba worked by 842/851/1603/859 while the unusual combination of 1203/848/1204 worked 6CD1 service to Lock; it is very rare to get both 1200 class on the one train. 1604 returned to service in late February after a long period in the workshops. Its first run was on 28 February when it was between 1603 and 1203 on 5AE1 to Cummins. The next day, 1603/1604/848/859 worked 6BC1 to Rudall. On 3 March saw a rare two unit combination of 842/1204 work 1CG1 grain empties to Wudinna. The quad combination of 906/1603/848/859 worked 2CD1 service to Lock the following day.

Thanks to Todd Hutchison, Damien Butler, David Arnold, Greg O'Brien, Dave Castle, Peter Donaghy and Trevor Briggs.



Approaching Tailem Bend, CSR003 hauls 6KA4 Dooen – Penfield service conveying overflow SCT loading from Melbourne on Friday 15 February 2013.

Image by David Castle

STATE NEWS



• Bound for Wudinna, 3CG1 grain empties is hauled by 1603/1204/905 as they pass the former Kopi siding situated between Lock and Warramboo on Tuesday 5 February 2013.
• Image by Greg O'Brien



• Running into beautiful evening light, CK3/901 haul an empty ore rake back to the mines for loading on Thursday 31 January 2013.
• Image by Dave Arnold



• Struggling up Pearlah Bank about 30km north of Port Lincoln, 842/1603/851/842 haul 6BG2 grain to Port Lincoln early on Saturday 23 February 2013.
• Image by Justin Cheary



• Deep in the mallee scrub near Warramboo on the upper Eyre Peninsula, 851/842/1603/859 haul 2CF1 grain empties to Kyancutta on Monday 25 February 2013.
• Image by Greg O'Brien

Western Australia



- Powering away from Binduli, ACB4401/ACB4405 assisted by Q4008/Q4003 haul 2414 empty iron ore from Esperance to Koolyanobbing on Monday 21 January 2013.
- Image by Peter Donaghy

ALBANY REPORT

By the end of 2013 the Albany area had settled down to two CBH grain sets working in the district and the woodchip train, the latter having returned to Albany at the end of December with three P class, P2504, P2508 and P2509. The P's replacing the DD class and have worked the chip train from that point on. By the 24 February 2013 the woodchip train was running on a reduced service with only four runs per day for three days a week. The CBH grain trains were running with CBH012/CBH013 on one set and CBH015/CBH017 on the other set.

GERALDTON REPORT

In February, there were still two DAZ class locomotives as part of the 30+ Aurizon Narngulu based locomotive fleet and on 7 February 2013, DAZ1904 was noted shunting the stored Midwest Corporation KHBFI iron ore wagons. Two days later on 9 February,

P2503 was hauling P2516/DAZ1903/ACN4146 light engine transfer to Perth, so it looked like the depot was down to a single DAZ loco. However, the next day P2501 hauled DAZ1905/DFZ2406/DFZ2402 into Narngulu from Forrestfield. Of interest was DFZ2402, which now sported the Aurizon name and logo, the first loco in the depot to be so treated.

On 14 February 2013, DFZ2405/DFZ2402 were on an empty ore made up predominantly of the older style ore wagons. ZB2120 also arrived at Narngulu hauling U201 light engine from the Morawa line and later headed to Perth.

On the 16 February CBH003/CBH009 were standing on the main line at Narngulu with a loaded grain train from Bunjil on the Tier 3 line south of Morawa and were crossed by CBH008/CBH007 on an empty grain heading to Bunjil. Just after lunch a late, loaded Perenjori iron ore arrived at Narngulu behind P2502/DFZ2406/P2515 and P2501 was

unloading a mineral sands train. A day later the Midwest Corporation KHBFI wagons were noted on a Mount Gibson Perenjori bound iron ore hauled by P2515/DFZ2403/P2502. By the end of the month the KHBFI wagons were being used instead of the older AHAF/ AHMF type ore wagons.

On the 23 February 2013, ACN4146 was noted back at Narngulu leading an empty Karara Mining iron ore train through the yard heading for the Narngulu East depot, 4146 was now lettered with the Aurizon name, ACN4145/ACN4150 were on the rear in DPU mode. ACN4147/ACN4141 were leading 7763 loaded iron ore with ACN4151 in DPU mode on the rear heading through Eruku to Geraldton Port later that day. On arrival at the Port 7763 ore crossed DFZ2404/DFZ2401 which were unloading a Ruvindini iron ore train and CBH008/CBH007 were on an empty grain train, waiting to depart.

ZB2120 hauled a ballast train that had been working in the Morawa area into Narngulu to load ballast for locations in the Geraldton area on 13 March 2013. The wagons were CFCLA CHOY type (formerly used on the standard gauge).

KALGOORLIE REPORT

Our Kalgoorlie correspondent was kept busy again during this reporting period and we kick off with sightings from early in the New Year. On Monday 7 January 2013, 2478 freight ran on the Leonora line as Q4002 15 WN nickel wagons / 14 fuel tanks.

The following day Q4015 ran 3479 nickel train and early in the morning at 0440hrs LZ3106 was on a ballast train. Extremely hot weather closed the line from early-mid morning till 2000hrs. At 2100hrs, Q4013/DC2215 worked late 3029 Sulphur to Malcolm (normally ex Kalgoorlie at 0730hrs).

On 12 January 2013, 7478 nickel train ex Leonora was combined with the empty ballast train and it rolled past our correspondent's home at 2230hrs with Q4013/DC2213/LZ3106. The next evening, an interesting and colourful combination departed West Kalgoorlie Yard, around 1850hrs on 6426 freight to Perth, with AC4304/Q4017 and ALZ3208/LZ3106 dead attached. The locos were in ARG

yellow/maroon, Westrail yellow, AN green/gold and QRN/Aurizon yellow.

Noted heading straight through Parkesston on a busy 19 January 2013 were NR43/NR116/NR60 on 6PS7 service. In the Kalgoorlie loco depot were LZ3119, LZ3107 and also AC4308/Q4005 the latter pair after bringing 6025 freight in from Perth, then running C71/C72 shunt train to/from Parkesston.

In West Kalgoorlie Yard L3108 was yard shunter; Q4018/DC2215, Q4002 were noted stabled beside the office. Q4002 then departed light engine at 0837hrs as 7405 to Hampton, later returning around noon with some WN nickel wagons and the loaded acid tanks as 7406.

Adding variety to the sightings that day were SCT013/SCT015 on 6PM9 service. AC4301/Q4001 / hoppers / Q4019 / Q4004 / hoppers on 6418 empty iron ore, this train was departing from the Binduli triangle when it stopped and remained there for nearly 3 1/2 hours. Q4002 was then sent out light engine from West Kalgoorlie via the Esperance end of the triangle, and attached to the rear of the stranded iron ore train. Q4002 then hauled the rear rake of hoppers back clear on to the triangle (Q4002 then ran light engine as 7407 to Hampton). The Q then left the two pairs of train locos top and tailing the other 126 hoppers, then they set back to clear the main line.

At lunchtime 5MP9 service arrived at Parkesston with SCT009/SCT007, and eventually made its way across to West Kalgoorlie but was not able to get away until the ore train (above) was cleared out of the way. 5MP9 finally departing at 1515hrs. The delay had flow on effects for 5MP7 service with NR14/NR4 which departed Parkesston at 1637hrs, but then had to shunt at West Kalgoorlie departing there at 1727hrs.

Down at Hampton AC4307/AC4306 / loaded hoppers / Q4010/ACB4403 / loaded hoppers, were on 7415 loaded iron ore to Esperance. In the evening Q4003/Q4008 / hoppers / ACB4405/ACB4401 / hoppers as 7414 empty iron ore departed for Koolyanobbing and a short while later AC4308/Q4005 were on 7426 freight to Perth.

Unfortunately for our correspondent the most interesting movement for the day arrived at Parkesston at 1900hrs with Aurizon 5MP1 freight with 6027/LDP008 hauling ACB6030/ACB6031 (both ACBs idling), the comment made "that yet another good combo comes through in darkness".

On 1 February, 6426 freight departed West Kalgoorlie with Q4006/Q4015 hauling Q4013 and DC2215. The DC during its stint in Kalgoorlie over the last couple of months was a regular on 029/430 Malcolm sulphur trains, accompanying a Q class. It also ran 439/438 Redmine nickel trains several times and even ran the ballast train on the Leonora line that morning.



Displaying three different liveries, LZ3114/L3118/L3115 dead attached haul 5474 salt service between Cunderdin and Meckering whilst enroute from Koolyanobbing to Kwinana on Thursday 24 January 2013.
Image by Jim Bisdee



On Wednesday 30 January 2013, CBH008/CBH007 works south near Bowgada in the Morawa – Perenjori section with 4G50 empty grain enroute to Bunjil.
Image by Simon Barber

The Leonora line over the night of 31 January featured some varied and interesting locos, starting at 2027hrs, when 5478 ran with Q4014/LZ3109, loaded nickel hoppers, empty fuel tanks and empty ballast hoppers, and at 2340hrs, 5430 ran with ALZ3208/Q4013, empty sulphur containers. Early the next morning at 0133hrs, 6479 ran through with L3110/LZ3119, loaded fuel tanks and empty nickel hoppers. If that was not enough at 0403hrs, 6BT6 with DC2215 went past with a loaded ballast train.

On 2 February 2013, 5MP1 was noted passing through West Kalgoorlie headed by 6024/LDP004 hauling ACC6032 on its delivery run to Perth. Moving forward to Wednesday 13 February saw LZ3105 and the AK inspection cars arriving from Esperance as 4C02. Two days later 2210 and the AK cars (6C03) arrived back in Kalgoorlie from Perth.

Sunday 17 February saw NR113/NR38/NR116/NR88 on a very late-running 7PM5 service at Parkeston whilst LZ3109 and the AK cars (1C02) were seen at the 5km peg, on their way back from Leonora. Further action on 20 February saw L3118/LZ3119/L3113 on the front of 4443 empty fuel for Esperance, with another all-orange LZ3109 close by. L3118 was then removed and combined with LZ3109 to both trail Q4006 on 4426 mixed freight to Perth, with both L class failing on departure.

Former Watco lease unit SCT014 was noted

with SCT015 hauling 6MP9 on 23 February 2013 whilst a day later 6004/6008 were on 6MP1 between Golden Ridge and Parkeston.

On 1 March 2013, 426 Perth freight was stabled with Q4012/ Q4018 as was 430 Sulphur with Q4002, both trains were meant to depart for Perth on Thursday evening but were held due to the bushfires in the Avon Valley and subsequent line closure, both trains departing on Saturday evening. 5AP8 Indian Pacific was also in the platform at Kalgoorlie station the next day 2 March with NR20 on the front whilst NR77/NR85 ex 4MP5 (loading was stabled at Golden Ridge) were stabled on the engineer's siding at Parkeston.

PERTH REPORT

CBH119/CBH122 ran as 2S68 light engine from Forrestfield to CBH Kwinana to enter service following commissioning on 21 January 2013, completing the CBH loco order.

5474 salt worked to Perth behind LZ3114/L3118/L3115 (dead attached) on 24 January 2013. The sole remaining D class, D1562 and the last locomotive not yet renumbered worked on 6110 empty wagon movement of 18 new XF alumina wagons from UGL Bassendean to Forrestfield on 25 January 2013.

During a stopover in Perth on 1 February 2013 our Geraldton correspondent observed Q4002 on a container train heading through Fremantle to the Port, and two hours later

DC2205/LZ3106 hauled another container train to the Port. The next day CBH010/CBH002 were loading a grain train at Watheroo and would depart later in the day for Kwinana.

P2501 hauled DFZ2406 from UGR Bassendean to Forrestfield as train 5110 after fitting of DPU equipment on 7 February 2013, this completing the fitting of DPU equipment to the DFZ class.

4426 freight from Kalgoorlie was noted running very late through Middle Swan on 21 February 2013, behind L3110/Q4006 hauling failed pair L3118/LZ3109. On the same day ACA6011 was solo on 5033 empty iron ore, AC4304/ACA6002 were on 5030 loaded iron ore both seen at Woodbridge. CBH001/CBH002 also went through on 5K64 Watco loaded grain. Southern Spirit liveried NR84/NR85 were paired together and ran through to Perth on 6MP5 service on 11 March 2013, the pair departed as NR85/NR84 on 3PS6 service on 12 March 2013.

SOUTH WEST REPORT

DAZ1901 was on 2RF1 loaded rail train heading through Keysbrook on 4 February 2013 heading for Picton.

With thanks to Simon Barber, Jim Bisdee, Peter Donaghy, Phil Melling and Stew Winston.



Causing a duststorm behind them, P2510/P2503/DFZ2405 haul 4723 ore from Perenjori to the Geraldton Port seen here at Evaside south of Gutha on Wednesday 30 January 2013.

Image by Simon Barber



ACN4147/ACN4141 haul 7763 loaded iron ore from the Karara mine over the dry Greenough River at Eradu enroute to Geraldton Port on Saturday 23

January 2013. ACN4151 is out of sight at the rear of the train in DPU mode.

Image by Phil Melling



With a loaded bauxite service in the loop at Mundijong, DBZ2302 roars through on the mainline with a loaded caustic soda service on Monday 14 January 2013.
Image by Charles De Bruin



On a beautiful Pilbara day, 905/006 work FMG's loaded fuel service southwards near Barker Siding 40km south of Port Hedland on Wednesday 20 February 2013.
Image by Mark Bennett

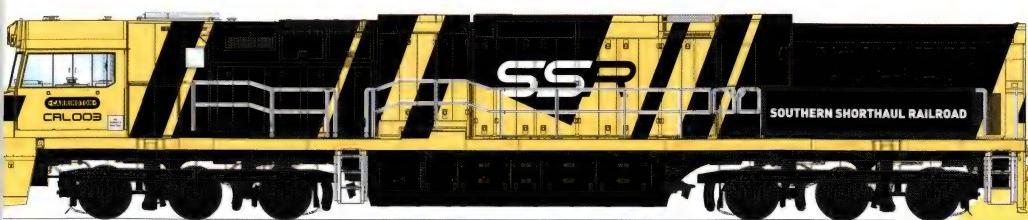


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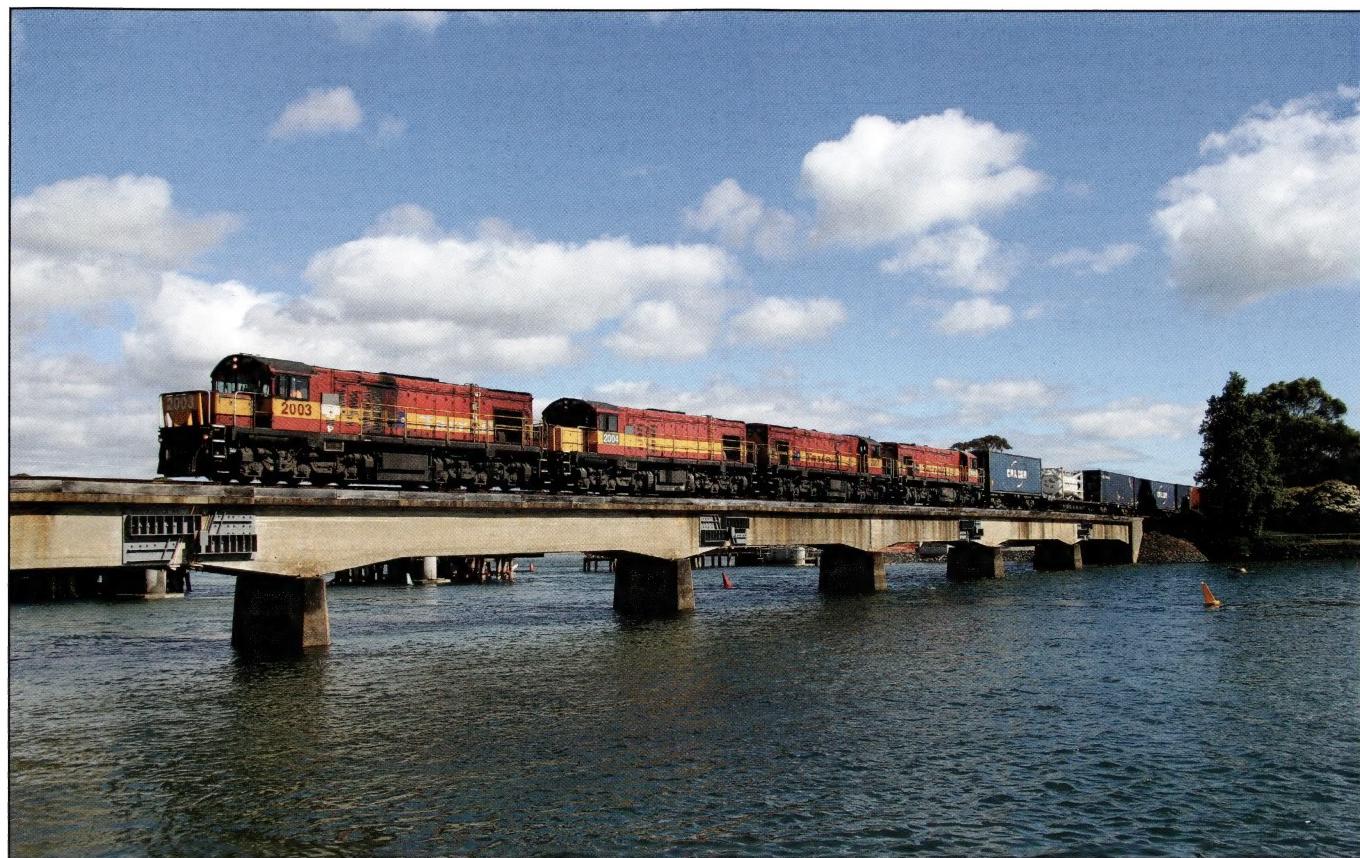
Tasmania



• All four 2050 class formerly QRNational 2150 class are seen passing Hobart's Botanical Gardens in the final kilometre to their terminus in Hobart whilst working 435 freight on Thursday 3 January 2013.



• Passing the steam-era water tank at Brighton, 2052/2051/2054 haul 736 freight northwards to Burnie on Saturday 5 January 2013.
• Both images by Phil Melling



- As part of the rail revitalization in Tasmania, a number of major bridges are being replaced including the Leven River crossing. Here DQ2003/DQ2004/
- DQ2007/DQ2005 work 731 freight over the Leven River in Ulverstone on Saturday 12 January 2013.



- Traversing the curves approaching Tea Tree Loop, MKA2137/MKA2138/MKA2132/MKA2131 haul 232 freight from Boyer to Burnie on Monday 14 January 2013.
- Both Images by Phil Melling



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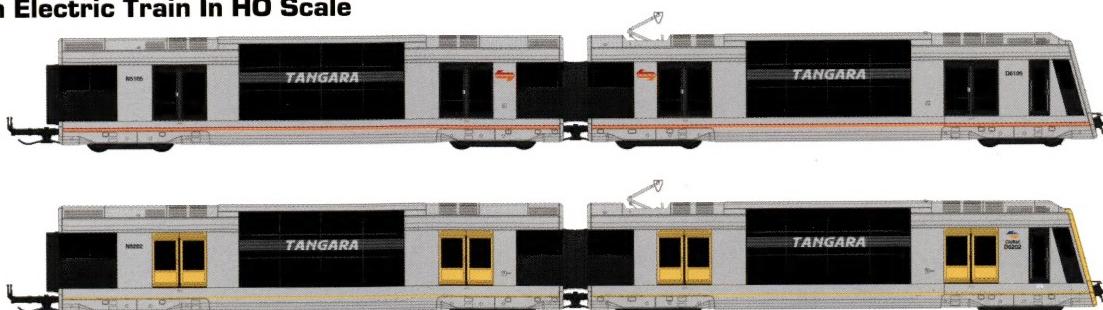
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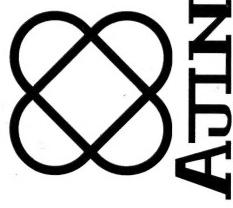
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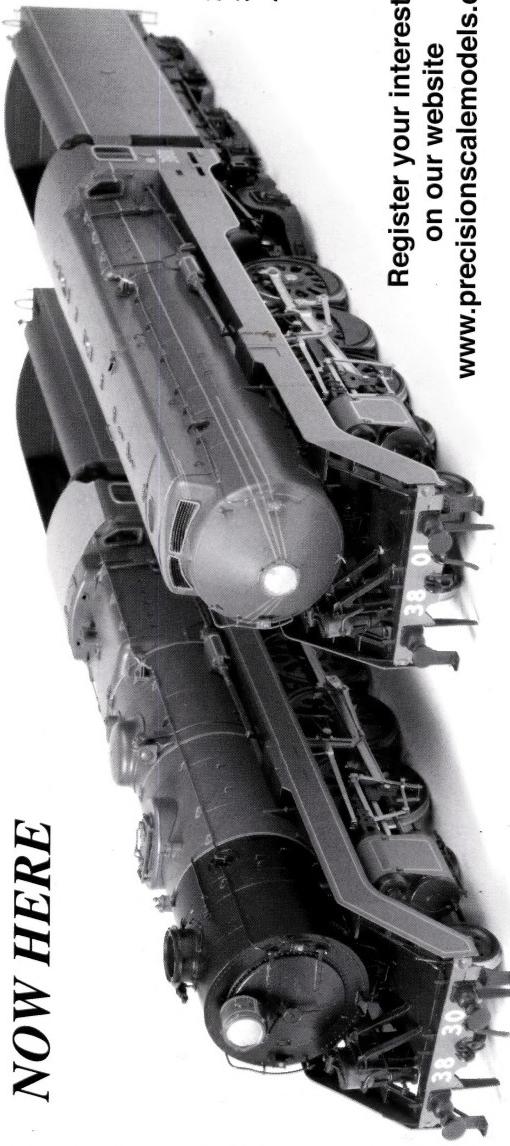
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